

CORVAIR BY



Barton

THANK YOU FOR LOOKING TO IECO

or dune buggy driver who You're proud of car. The it looks. The way it handles. The way it performs. IECO shares your enthusiasm, and that's why all our parts are the finest. There is no compromise with quality at IECO. We search the world to bring you the finest accessories, safety equipment, and personal driving items.

SAME-DAY SHIPMENT. YOU BUY DIRECTLY

IECO devotes its entire effort to satisfying you with an exclusive Direct-Mail Service. There are no dealers to increase costs. You order directly from IECO. Choose your needs from our catalogue with the confidence we'll ship your order the same day we receive it.

VISIT OUR SHOWROOM

When you can, come in and visit our showroom in Santa Monica, California. I and my staff of experienced automotive experts are always ready to help on any technical questions. We can offer you many helpful suggestions.

Your performance specialist,

Raoul F. Balcaen, III

Raoul F. Balcaen, III
President

P.S. We are also specialists for Volkswagen, Vega, and Pinto. Catalogues are available on request.



GENERAL INFORMATION

PARCEL POST RATES

This is an average parcel post shipping chart. Use it to compute your shipping charges. If your order is exceptionally heavy it will be shipped by REA, freight charges collect, and the amount which you remit will be applied as partial payment.

On orders up to 5.00 add .95
Orders of 5.01 to 10.00 add 2.15
Orders of 10.01 to 20.00 add 3.75
Orders of 20.00 and up add 4.00

C.O.D. SHIPMENTS

A 50 percent deposit on C.O.D. orders is needed to process them. Save a shipping delay and pay the full price when you order.

DAMAGE CLAIMS-IN TRANSIT

Claims for damage of a shipment should be made with the freight agent as soon as it is discovered. The freight agent is the responsible party for all shipping damage.

RETURNED MERCHANDISE

Merchandise may not be returned without written approval from IECO. Merchandise may be exchanged if received in saleable condition without a handling charge within 15 days of the sales date. A 15 percent handling charge will be made on all cash refunds unless it is because of our error. When inquiring about returned merchandise please include your invoice number and date.

SPECIAL TELEPHONE SERVICE

For really fast service just give us a call, order your parts, and tell us your credit card number. That is all it takes, and we can have your order on its way to you the same day!

IECO
1431 Broadway
Santa Monica, CA. 90404
Phone (213) 451-1738

Address for orders: Post Office Box No. 5191

If you can, come in and visit our showroom in Santa Monica, California.

Store hours: 9:00 am to 5:30 pm Monday through Friday.

Saturday 9:00 am to 2:00 pm.

We are always ready to help on any of your technical questions.

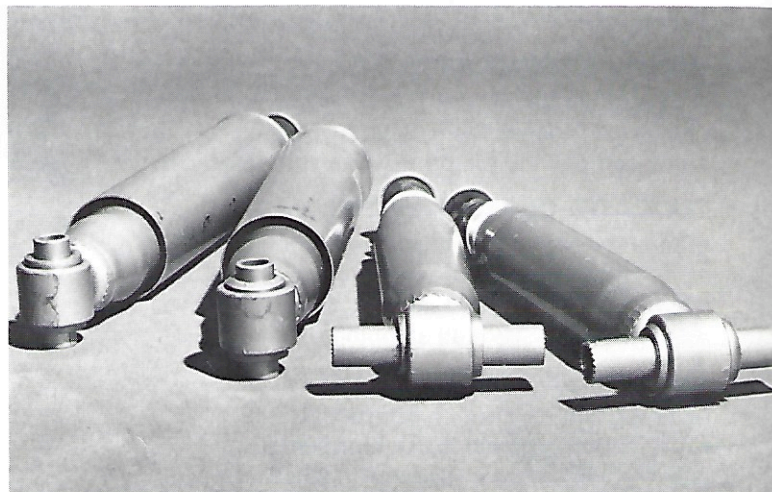
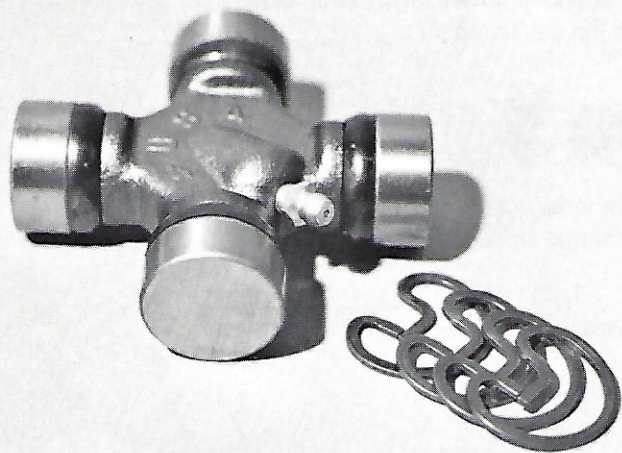
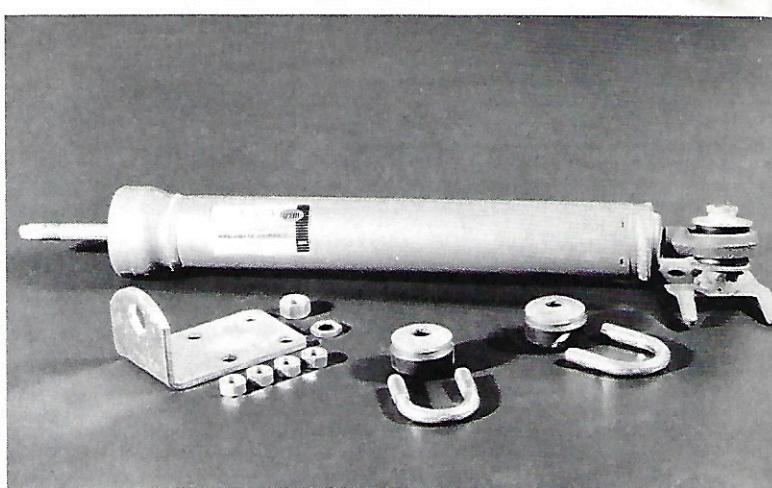
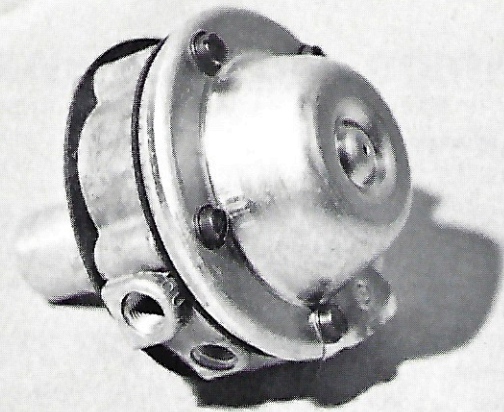
A CREDIT PLAN FOR IECO CUSTOMERS

We have BankAmericard, Mastercharge, and American Express for all of you holding these cards. When you order, simply check whether you have BankAmericard, Mastercharge, or American Express. List your complete card number and sign your name. Be sure and list the address to which the card was assigned. The bank needs this information to correctly process your account, and will not approve an order unless the address is the one listed for the credit card.



Because of general cost increases we reserve the right to change prices without notice.





NO. 8-129 HEAVY-DUTY FUEL PUMP

This is a replacement mechanical fuel pump. Highest quality parts. Long life. Trouble free. For reliability, Corvair fuel pumps should be replaced every 50,000 miles. Order now, they are becoming hard to get!

HEAVY-DUTY FUEL PUMP\$14.95

NO. 8-214 UNIVERSAL JOINT -REBUILD KITS

If your Corvair has excessive vibration while you're accelerating or cruising — and it's not caused by wheel balance — it could be worn out universal joints. These are precision heavy-duty units which are designed for tough service and reliability. 1960-64 models require 2 units. 1965-69 require 4 units. Order now!

UNIVERSAL JOINT REBUILD KITSeach \$7.95

NO. 8-208A STEERING DAMPENER

If you have ever experienced road shock (wheel shimmy, etc.) through your steering wheel, this device will cure it. It is an especially built shock absorber that attaches to your Corvair's front steering assembly and removes all road shock before it reaches the steering wheel. It takes only half an hour to install. All parts are included. It's a must for dune buggies using Corvair chassis.

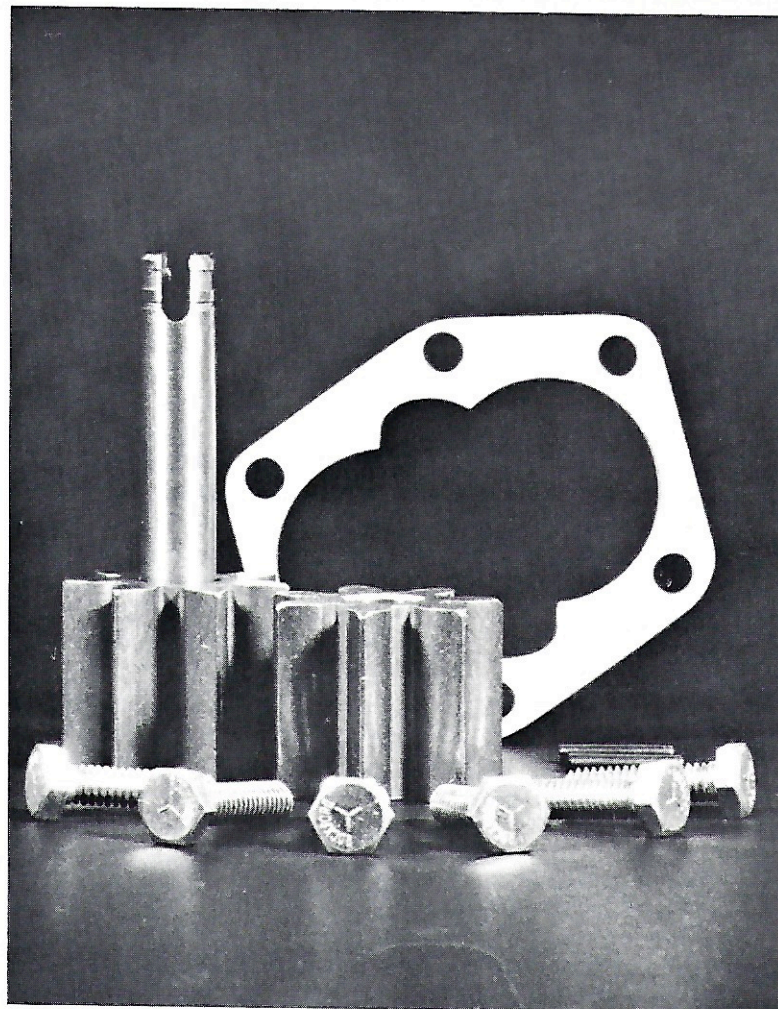
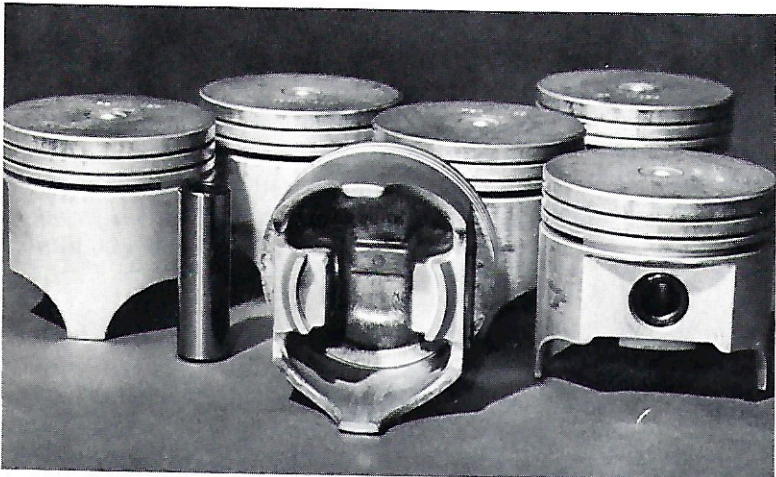
STEERING DAMPENER (1960 - 69, all).....\$33.50

NO. 8-212B REPLACEMENT SHOCK ABSORBER

This unit was designed to replace the original factory shock absorber. It is somewhat firmer and it provides better ride control. They are simple to install and are supplied with all new mounting bushings. Installation time: one hour.

REPLACEMENT SHOCK ABSORBEReach \$ 8.95

These quality custom
IECO products can
only be purchased
directly from IECO.
Accept no substitute.



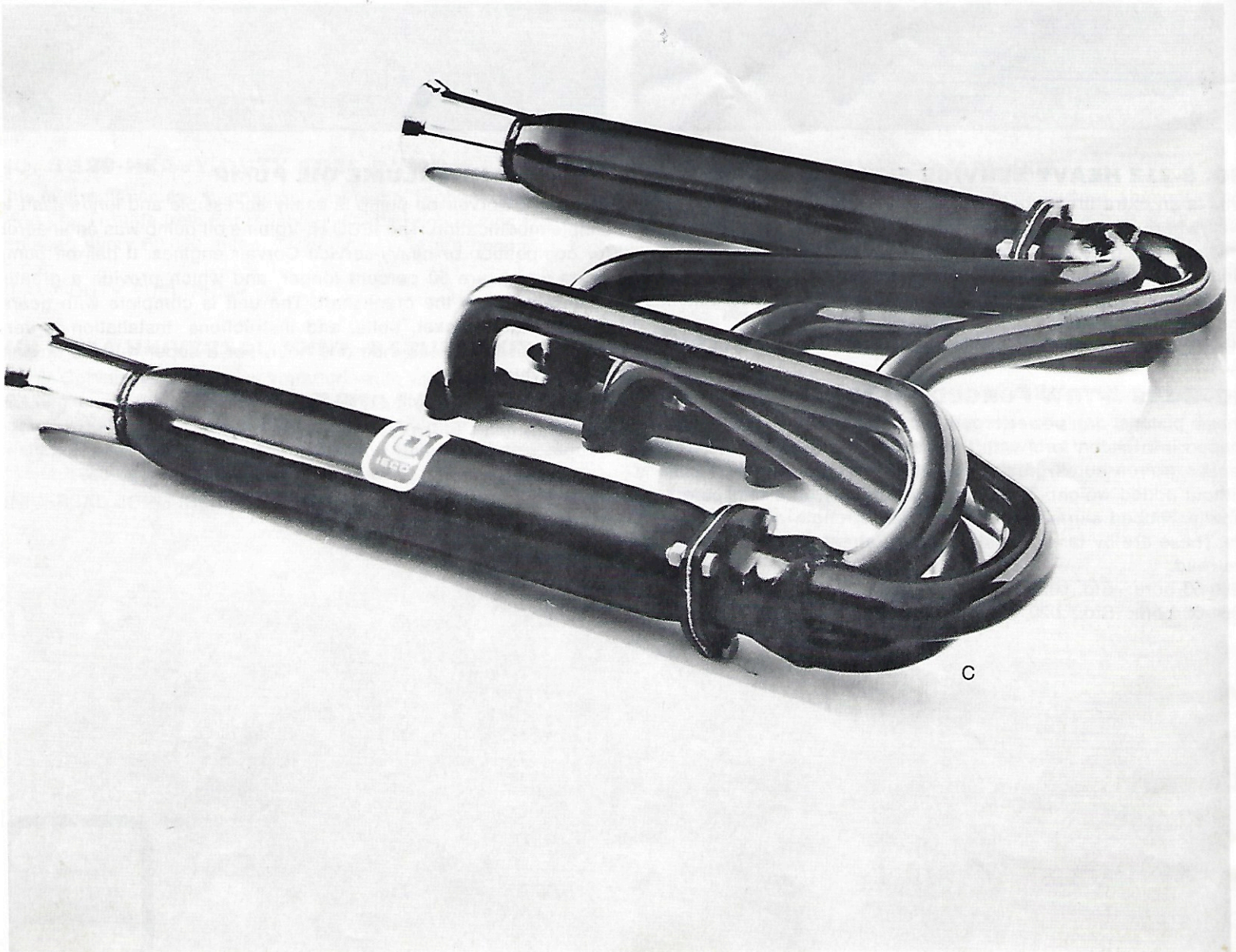
NO. 8-212 HEAVY SERVICE SHOCK ABSORBERS
 This is an extra firm shock absorber. It is used by Corvair drivers everywhere. The ride control is perfect for fast cornering and rough driving. They give your Corvair that finished touch in roadholding. More tire mileage, road control and improved ride. They outlast the factory units two to one. They are packed with new bushings and lock nuts. Installed in half an hour.
 HEAVY SERVICE SHOCK ABSORBERS (1960 - 69, all) \$14.50 each

NO. 8-118-A TRW FORGED PISTONS
 These pistons are powerforged, not cast! Aluminum slugs are shaped into piston form with the tremendous power of a forge. A denser grain assures greater operating strength than cast pistons without added weight. They balance perfectly, and dissipate heat rapidly. Ribbed skirts increase sidewall strength and insure long life. These are by far the best piston for street, competition, or off-the-road.
 1960-63 bore: Std., .020, .030, .040, .060 8.1:1 C.R. \$16.52
 1964-69 bore: Std., .020, .030, .040, .060 9.25:1 C.R. \$16.52

NO. 8-1-7 HI-VOLUME OIL PUMP
 The stock Corvair oil pump is easily accessible and lends itself to simple modification. The IECO Hi-Volume oil pump was engineered for competition or heavy-service Corvair engines. It has oil pump gears which are 50 percent longer, and which provide a greater volume of oil to the crankshaft. The unit is complete with gears, spacer plate, gasket, bolts, and instructions. Installation is very simple and takes less than one hour. For a super reliable engine, include this kit!
 HI-VOLUME OIL PUMP (1960-69, all)..... \$21.95

TUNED EXTRACTORS

Scientifically designed IECO tuned exhaust
extractor produces 18-30% more horsepower
over factory system...



C

The reason a tuned extractor performs better than a stock exhaust manifold is illustrated in figure #8-1. The solid line indicates what takes place in a factory manifold, and the dotted shows the improvements of a tuned extractor. Notice the solid line at point one. It has produced a noticeable rarefaction (-4 under atmosphere), while the piston is at BDC on the firing stroke. Next it is followed by a compression wave caused by the piston moving up on the exhaust stroke. Then a positive pressure is built at point two, just as the intake and exhaust valves are overlapping at TDC. By the time the pressure is sub-atmospheric again, both valves are closed at point three. A most advantageous scavenging effect (a tuned unit uses this) has been prevented by actions between points two and three. Now look at the dotted line. The IECO tuned extractor has reduced the rarefaction at point four to a point just below atmosphere. The curve is relatively flat across the range and keeps the rarefaction prolonged

across the TDC period of valve overlap at point five. This ability to modify a basic exhaust flow-curve cannot help but give effective exhaust scavenge and induce a fresh inlet charge of fuel/air.

The key elements are valve overlap and backpressure. The overlap period (time when the exhaust valve is just closing and the intake just opening) is controlled by a tuned pipe that provides a pressure curve as shown with the dotted line in figure #8-1. During this period exhaust gases are removed rapidly, and since the intake valve is partially opened, a fresh fuel/air charge is pulled into the cylinder. Backpressure at point two, on the solid line, is also reduced by the tuned pipe. This prevents any feed-back of backpressure into adjacent exhaust ports, and hinders any backpressure resistance to the incoming fuel/air charge. The combination of these two effects shows up on the dynamometer in increased horsepower.

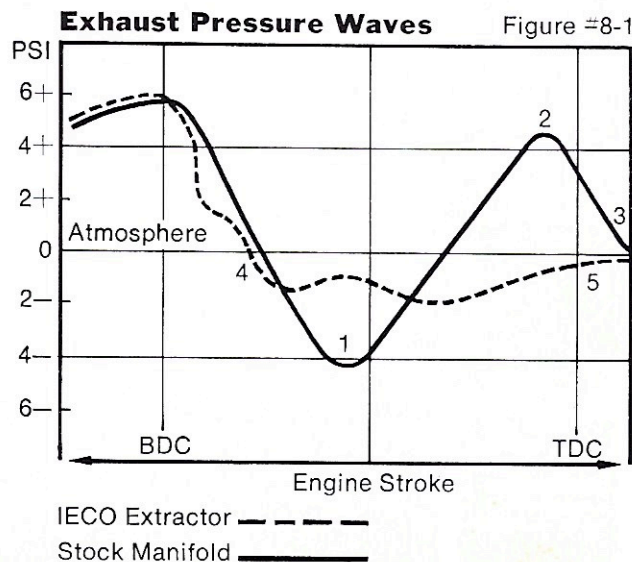
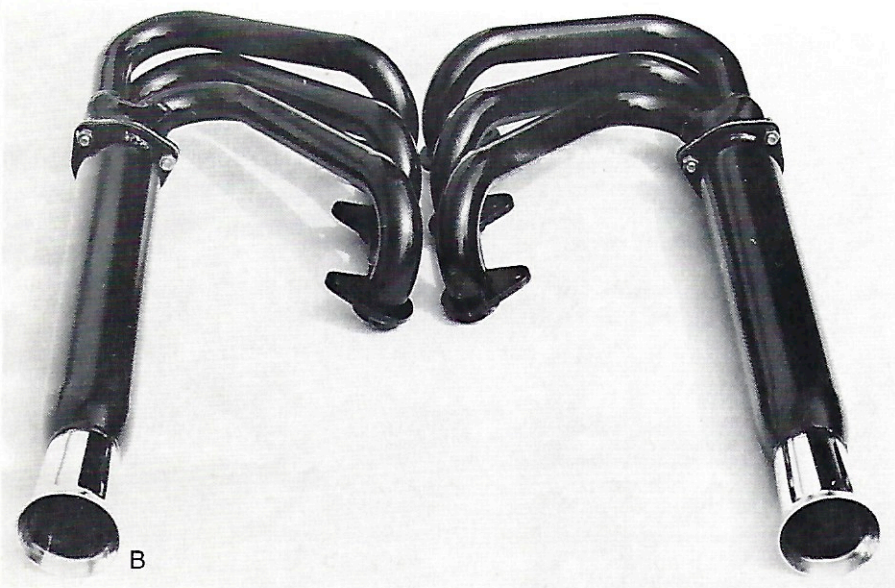
The IECO tuned extractor produces 18-30% more power. Minimum gains were obtained on basically stock engines. The larger figures were realized on engines with modified heads, cams, Ram Induction, etc. The performance of the car is increased with the added power. Acceleration is rapid, mileage is improved (with normal driving), engine life increased, and temperature reduced. The sound that emanates is streetable. It is not loud nor offensive, but deep and powerful.

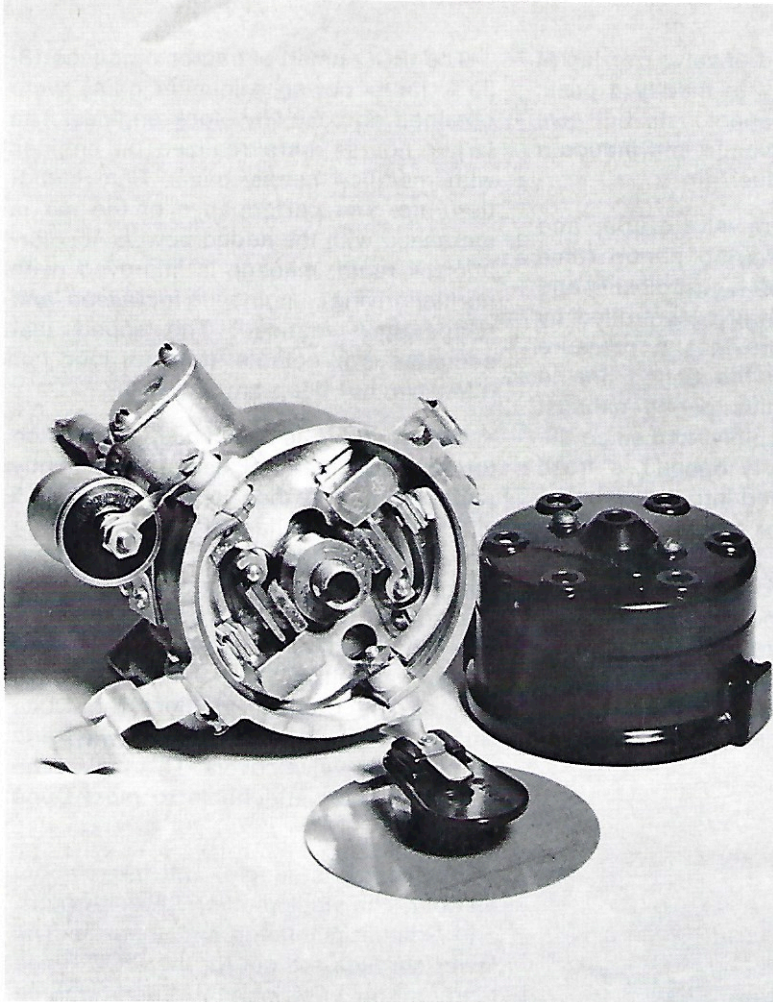
Construction is the finest! Precision tubing is all mandrel bent (no unsightly joint welds) and then heli-arc welded. A single three bolt flange at the collector allows use of either a muffler or straight-stinger pipe. A flame cut flange attaches the unit to the exhaust ports and eliminates the need for extra support. The passenger car unit is routed in the same position as the original muffler. The Dune Buggy system is up out of the way, and parallels the valve covers. This makes the IECO extractor attachable to most Dune Buggies.

Installation is simple, and takes about an hour. The stock muffler, lower shrouds, and exhaust manifolds are removed. The lower shrouds are cut for the IECO tuned extractor (an easy job that is done with tin snips), the extractors are installed, and then the shrouds replaced. That is all there is to it! Bolt on some real performance, and order your IECO tuned extractor now.

NO. 8-206 A DUNE BUGGY
STRAIGHT-STINGER \$64.95
NO. 8-206 B DUNE BUGGY
DETACHABLE MUFFLER \$69.95
NO. 8-206 C PASSENGER CAR
DETACHABLE MUFFLER \$75.95

Optional: Exhaust port gaskets ... \$ 4.95

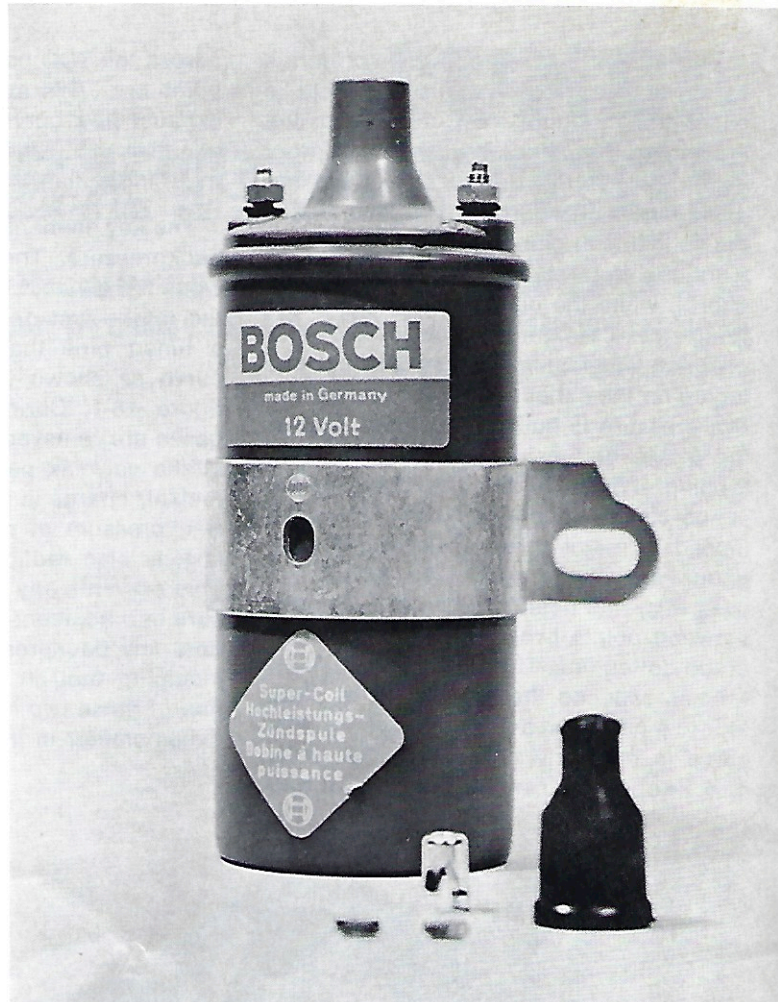




NO. 8-1-25 IECO MALLORY DISTRIBUTOR

This IECO/Mallory distributor has been built to IECO's specifications. It has an IECO dyno plotted advance curve that gives full power at low RPM, and has a full 36° of advance at 2800 RPM. It is fully mechanical and has no vacuum advance. The dual point system allows maximum point dwell and coil saturation. This gives peak voltage at the spark plug to increase power. The entire unit is of superior quality, and is well advised over a stock distributor. It's furnished with all attaching hardware and instructions. Installation time: 15 minutes.

IECO-MALLORY DISTRIBUTOR (1960 - 69, all).....\$79.95

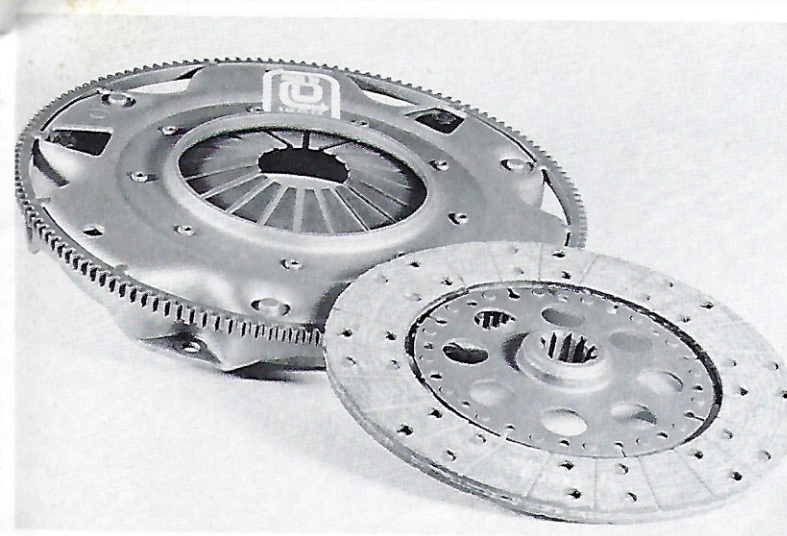


NO. 6-33 BOSCH'S BIG-BLUE COIL

Made by Bosch as an extra-duty coil for Corvairs. It has a much more intense spark, and thus will improve performance and gas mileage, and it's trouble free. For top performance and driving security buy this one!

BIG-BLUE COIL.....(all models).....\$15.95

These quality custom
IECO products can
only be purchased
directly from IECO.
Accept no substitute.



NO. 8-1-18 CUSTOM CLUTCH ASSEMBLY

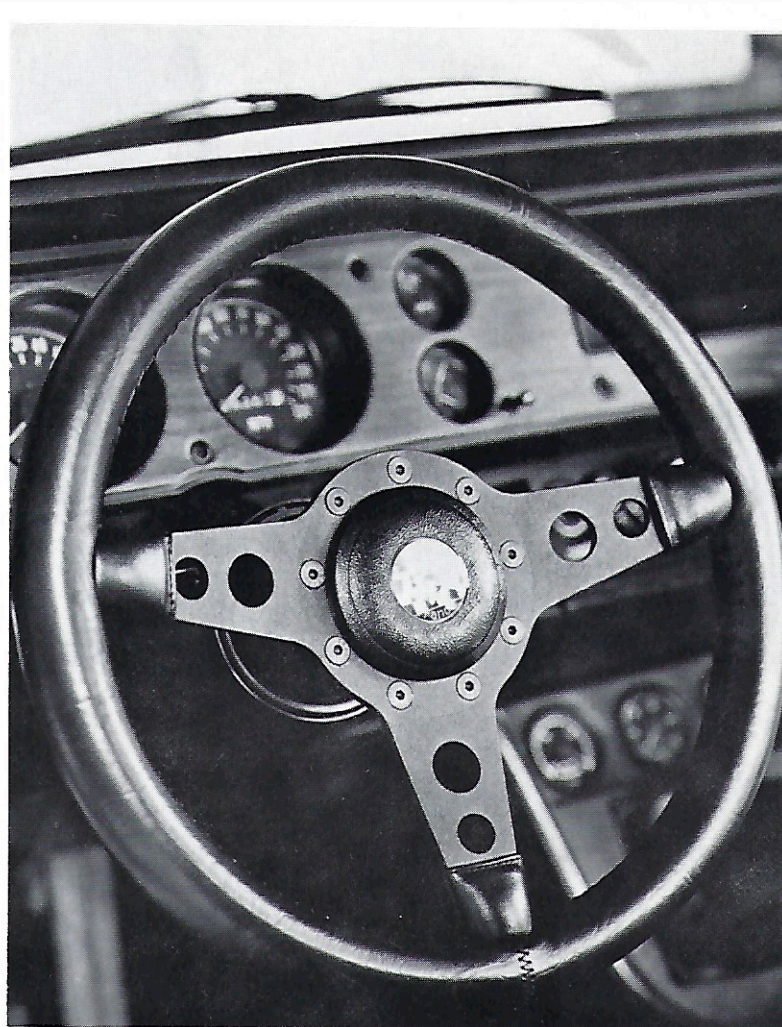
A reconditioned clutch unit built to IECO's exacting specifications. It's calibrated for hard use and high horsepower. Special pressure plate uses stronger springing action. Custom disc utilizes heat resistant lining. This assembly is perfect for dune buggies or passenger cars.

CLUTCH ASSEMBLY (1960 - 69, all).....\$64.95

NO. 8-134 HEAVY-DUTY THROW-OUT BEARING

Everytime you replace a clutch in your Corvair, it's a good practice to replace the throw-out bearing. This is a heavy-duty unit. Fits all 1960-69 engines.

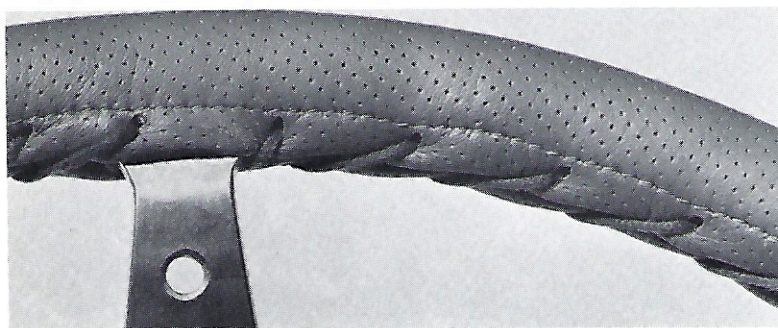
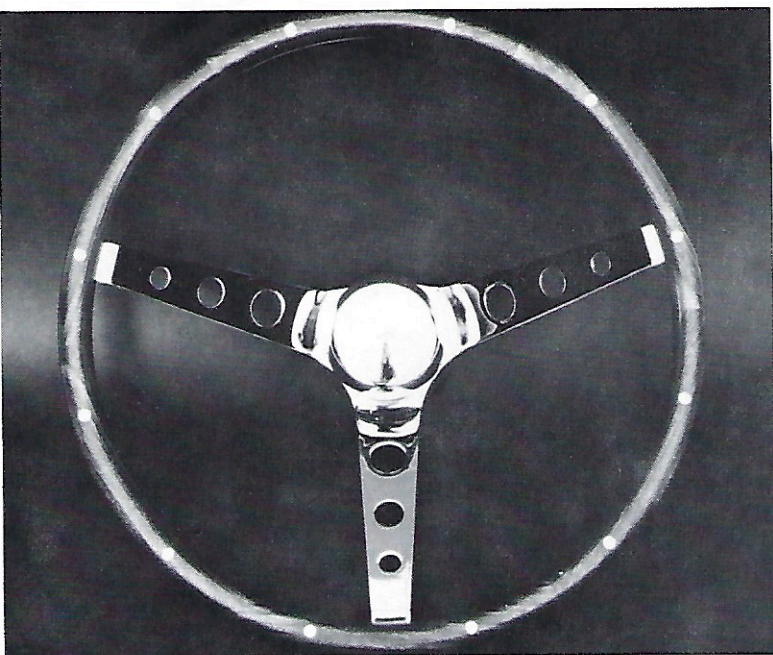
THROW-OUT BEARING\$10.95



NO. 8-413 RACING TYPE STEERING WHEEL

This most beautiful steering wheel is made in France exclusively for the Corvair. It has a special "collapsible" mounting hub which is designed for safety in the event of a crash. It is covered with leather-like material over thick padding. The rim is aluminum which has been painted black crackle for non-glare. Driving your Corvair with this steering wheel can't be compared! It will give you real *control* and *grip* for performance style driving. It is far superior to the factory wheel. Supplied complete with horn button and hub assembly. Installation time: 10 minutes. 13" or 14" diam. available.

STEERING WHEEL 13"\$52.25
STEERING WHEEL 14"\$56.00



NO. 8-412 WALNUT STEERING WHEEL

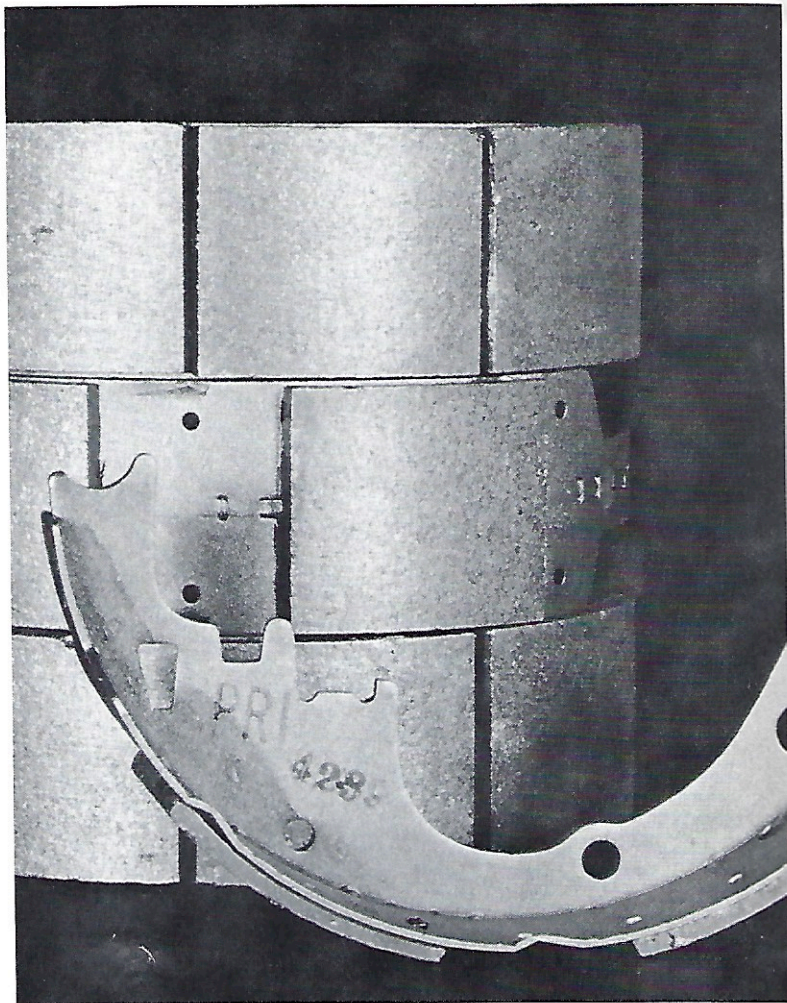
Enhance your Corvair's interior and increase your driving pleasure. This beautiful steering wheel is crafted from chrome plated steel, and covered with hand rubbed walnut. It's furnished complete with mounting hub and horn assembly, and you can install it in half an hour. For real driving fun it's a must.

STEERING WHEEL (1960 - 69, all)\$42.35

NO. 9-5 LEATHER STEERING WHEEL COVER

A steering wheel glove is a nice way to make your Corvair wheel more comfortable. It is soft and supple and easy to lace in place. Cool in the summer and warm in the winter. Comes in black or tan. You can install it in 10 minutes. Next best thing to a leather wheel. All models.

STEERING WHEEL COVER (black or brown) \$ 8.95

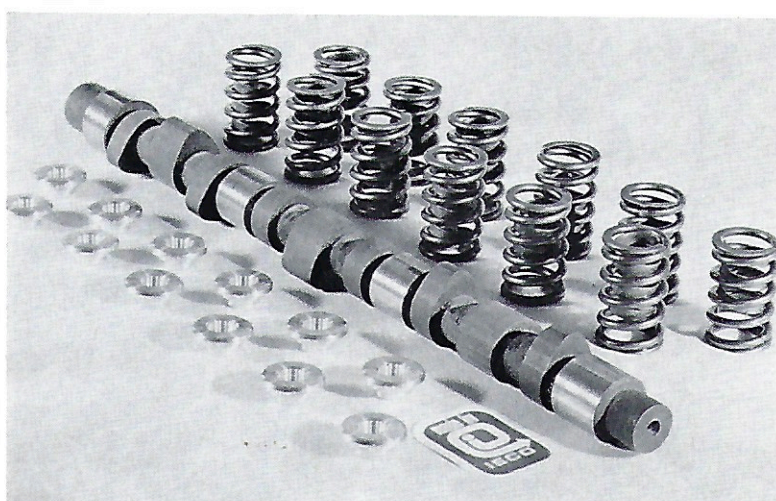
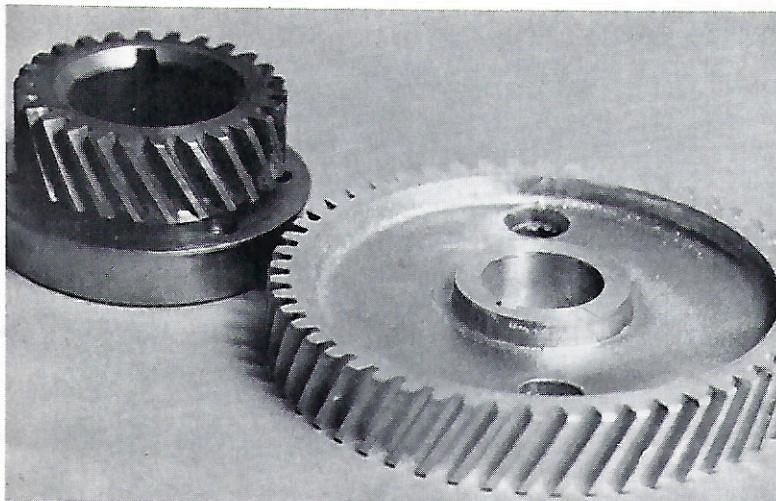
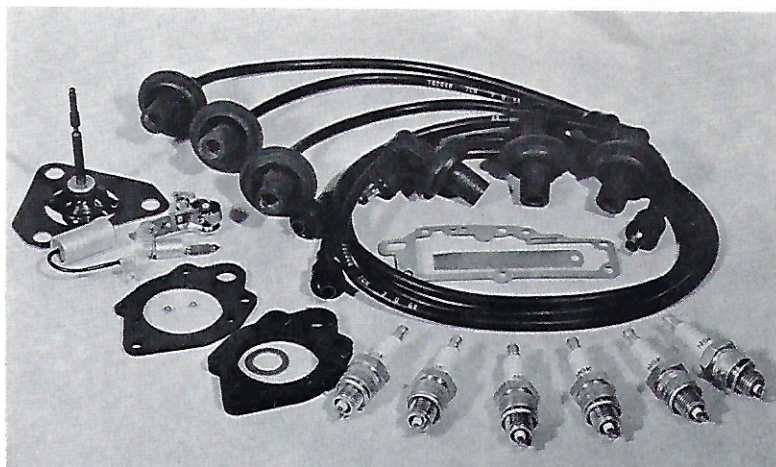
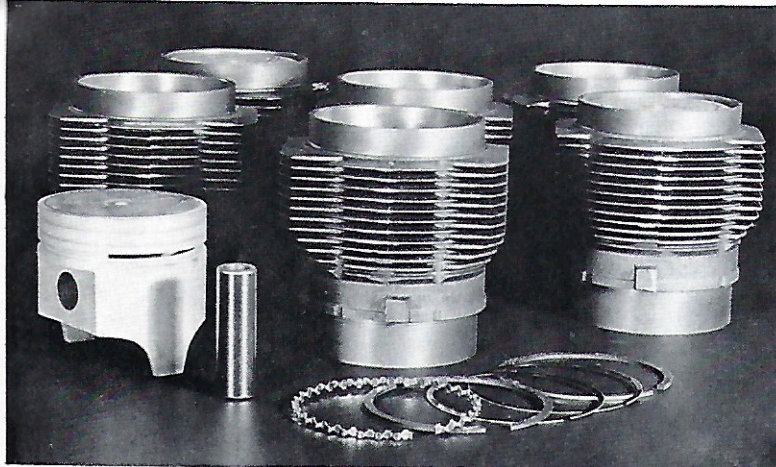


NO. 8-300 POWDERED METAL BRAKES

These are the famous IECO powdered metal brakes. No more worry about stopping in time! The harder you push the pedal, the quicker you stop! They'll not fade in water or when red hot. An absolute necessity for quick action, emergency stops. They have longer life than factory brakes, and will not wear the brake drums. A complete four-wheel set is ideal for both passenger cars and dune buggies.

POWDERED METAL BRAKES (1960 - 69, all) Four Wheel Set \$54.95

These quality custom
IECO products can
only be purchased
directly from IECO.
Accept no substitute.



NO. 8-116 IECO BIG-BORE BARRELS

Here is an easy way to increase your Corvair's horsepower. The simple, fast way to get more horsepower and torque is to increase engine displacement. With an IECO big bore kit you can install 3½ inch rebored barrels, new rings, new wrist pins, and new pistons that will increase cubic inches and compression. The late — 1964 to 1969 — Corvair engine will have 172 CID. This is the easy way to reliable horsepower!

BIG-BORE BARRELS (1960-69; all).....\$169.95 per set

Note: Due to extreme scarcity of Corvair cylinder barrels we must have your barrels for refinishing and reboring. Please send them to us before ordering Big-Bore Barrel sets.

NO. 8-131 CAM AND CRANK GEARS

Precision camshaft and crankshaft timing gears should be installed anytime your engine is dismantled. The crank gear is steel. The cam gear is aluminum. They help maintain more accurate cam timing.

CAM GEAR (All Models)\$19.95
CRANK GEAR (1964-69 only)\$32.95

NO. 8-22 TURBO-CHARGER POWER PAK

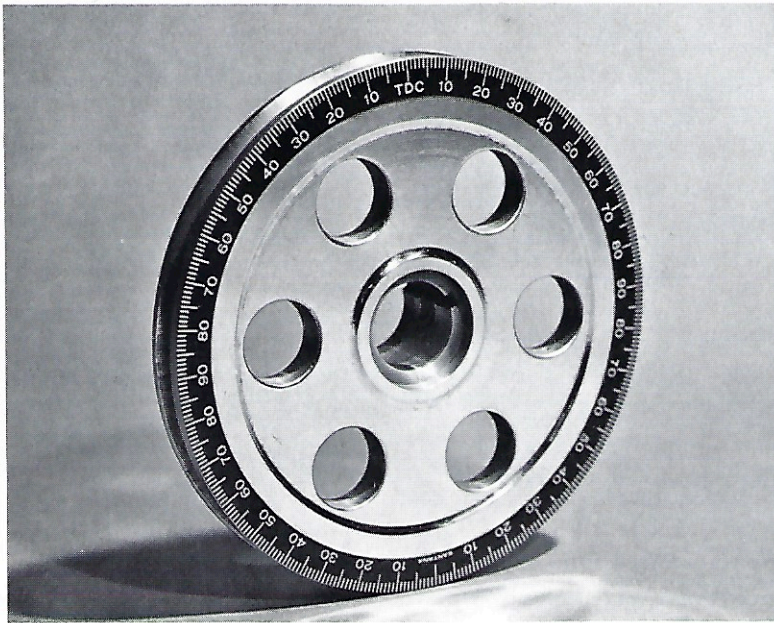
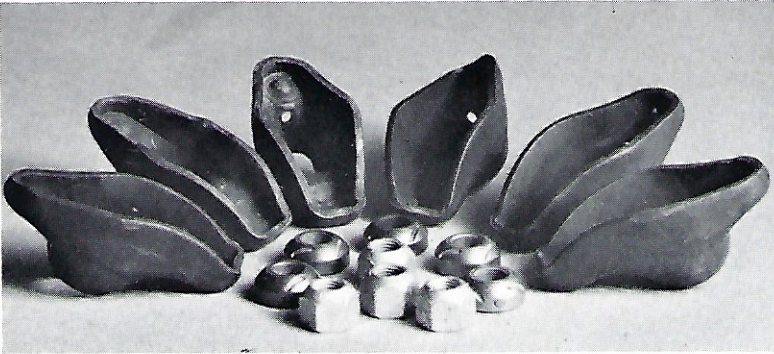
This was IECO developed to extract the maximum performance and mileage from the turbo-charged engine. It contains all the parts to bring the ignition and carburetion systems to their peak. Power increases from 10 to 16 percent after an easy installation. The Power Pak includes: six NGK wide range plugs; heavy duty points; condenser; Autolight silver plated wire set; carburetor modification kit; instructions.

POWER PAK (1962 - 66 Turbo Engines).....\$29.95

NO. 8-118 IECO RACING CAMS

The most efficient way to get more power from your Corvair engine is to install a racing camshaft. IECO camshafts are engineered and ground for the aircooled Corvair by Corvair specialists. They are programmed to provide the maximum power for each purpose. Each cam is pre-inspected for even hardness, then ground to aircraft tolerances. Each cam is furnished with instructions and specifications. They are designed to run with stock or IECO non-bleed hydraulic lifters.

No.	Timing	Valve Lift	Duration	Price
8-118A	IN. 34-66 EX. 74-26 (Perfect all purpose cam)	.460	280°	\$89.95
8-118B	IN. 41-63 EX. 79-41 (Intermediate cam; increase in upper rpm's)	.470 .485	284° 300°	\$98.66
8-118C	IN. 40-70 EX. 77-47 (Competition only; extreme high rpm's)	.505 .510	290° 304°	\$98.66
Optional:	12 non bleed lifters			\$41.34
	12 racing valve springs			\$24.96
	12 aluminum valve retainers			\$12.88



NO. 8-128 ROCKER ARMS

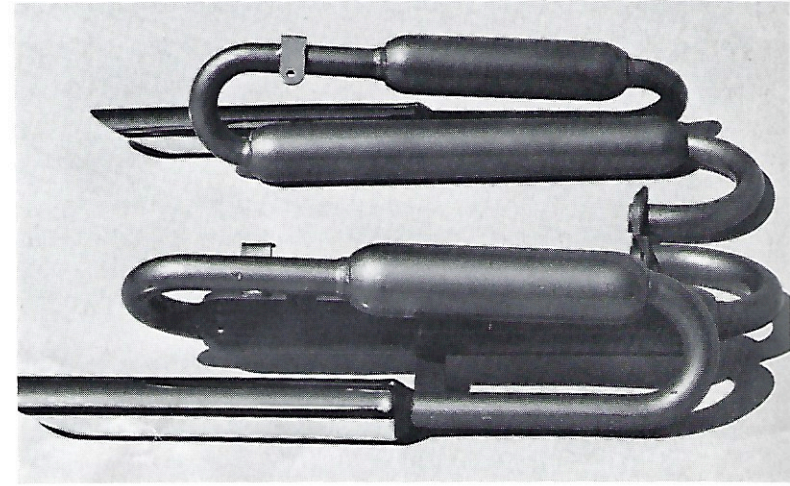
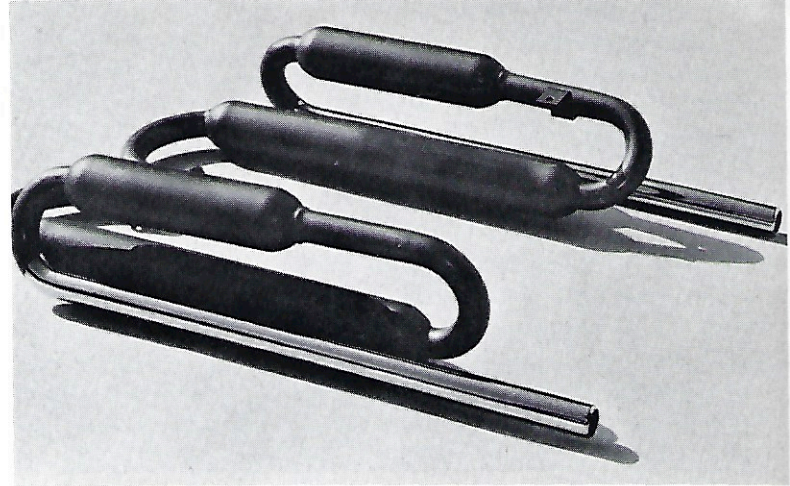
These are replacement TRW rocker arms and their pivots. If you are doing high performance engine work to your Corvair, it is good practice to replace these. Packaged in matched sets: rocker arm; ball pivot; lock nut. 12 required.

ROCKER ARMeach \$ 2.50

NO. 8-124 DEGREED ALUMINUM PULLEY

This pulley is for those who take engine building seriously. Valve and ignition timing can be checked with complete accuracy. Know exactly when each valve opens and closes when camshafts are being checked for precision. Use a timing light and pinpoint ignition settings. Polished Aluminum. 360 degree increments.

DEGREED ALUMINUM PULLEY\$34.95



NO. 8-114-A IECO EXTRACTORS

This extractor system is identical to the number 8-114 megaphone extractor, however, it has straight 1 1/2-inch chrome plated tailpipes. The sound is somewhat softer than the megaphone system. Comes complete with all attaching parts and instructions.

IECO EXTRACTOR — 110 HP ENGINE\$69.95

IECO EXTRACTOR — 140 HP ENGINE\$64.95

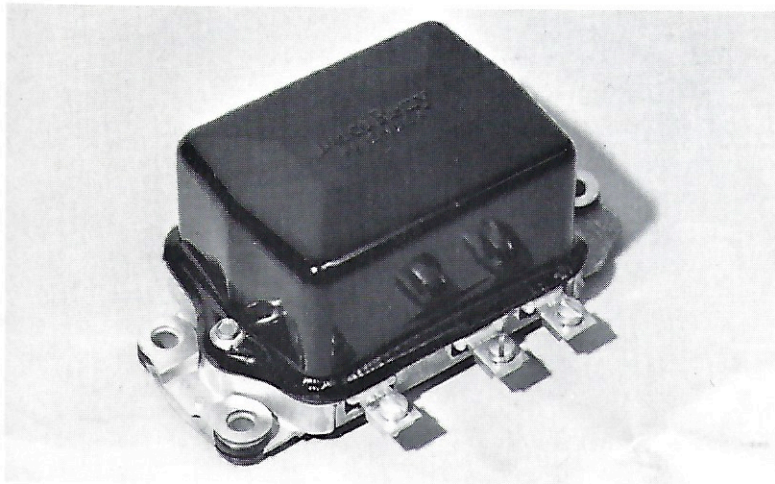
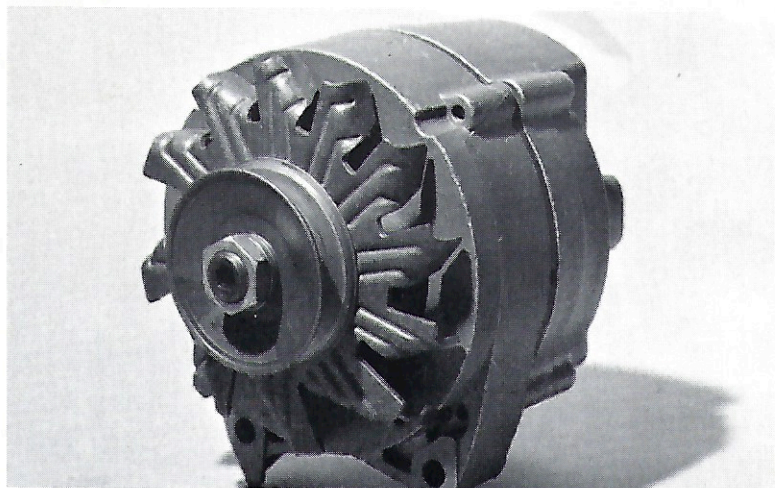
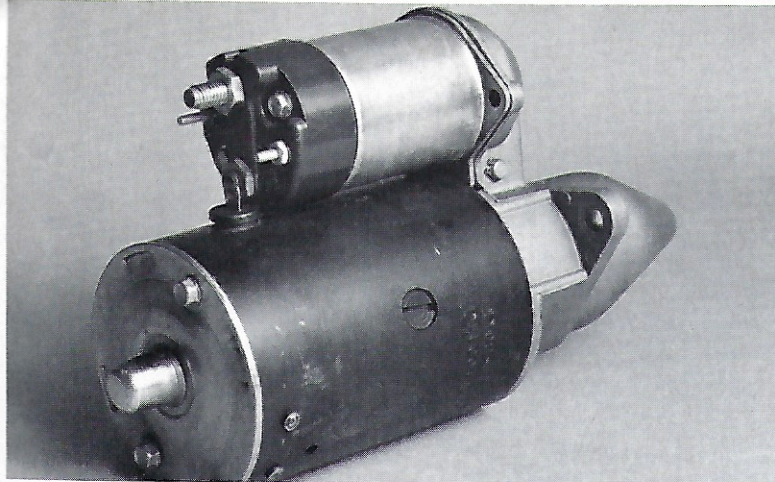
NO. 8-114 IECO MEGAPHONE EXTRACTORS

Tuned tail pipes, along with megaphone extractors team up to give you performance and economy. Automotive engineers developed the tuned megaphone design for Indianapolis. This is where high winding racing engines need to extract burned fuel in a hurry. The tuned design creates a "cross-flow" during the overlap stages of combustion and helps pull in additional fuel/air mixture, and this increases power. The sound it produces is fantastic! Now you can have this most unique system on your Corvair in half an hour. All attaching parts and instructions are included.

MEGAPHONE EXTRACTOR (1960 - 69, except Turbo)..... \$64.95

Special Note: IECO designed and developed the Megaphone Extractor for the Corvair and IECO builds the only one that works!

These quality custom IECO products can only be purchased directly from IECO. Accept no substitute.



NO. 8-127 STARTER MOTOR AND SOLENOID

This is a completely reconditioned starter motor which has been brought up to current specifications. New bushings, drive, and brushes have been installed. The armature has been turned and regrooved. Laboratory tested for assured long life. A must for dependability! Order now! For all 1960-69 Corvair models.

Note: Solenoid is not included in price.

RECONDITIONED STARTER MOTOR\$26.95
NEW SOLENOID — OPTIONAL\$14.95

NO. 8-126 HEAVY DUTY VOLTAGE REGULATOR

This is a reconditioned voltage regulator which has been rebuilt for extra service. It will maintain your battery at its proper charge level and help prevent unnecessary failure. State year.

HEAVY-DUTY REGULATOR — 1961-64 with Generator\$25.95
HEAVY-DUTY REGULATOR — 1964-69 with Alternator\$19.95

NO. 8-123 RECONDITIONED ALTERNATOR

This alternator has been reconditioned for extra service. It is completely dismantled, inspected and lab tested. All bearings are replaced. Rotor is checked for true running. Brush and terminals are replaced. Stator unit is tested. A must for reliability. 1964-69 models only.

RECONDITIONED ALTERNATOR\$34.95

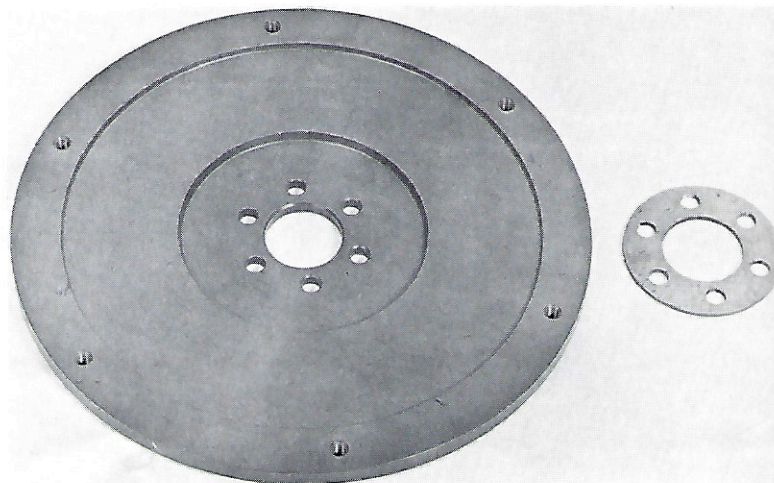
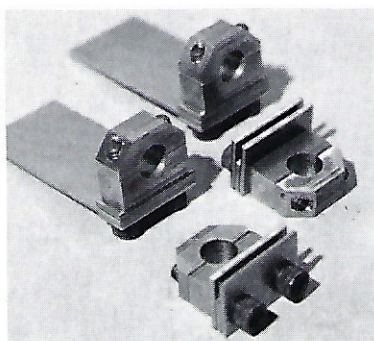
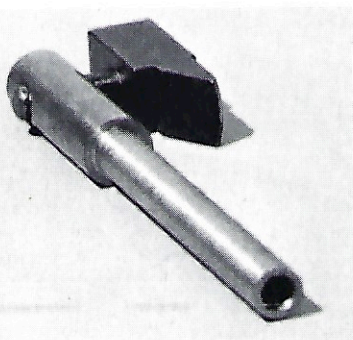
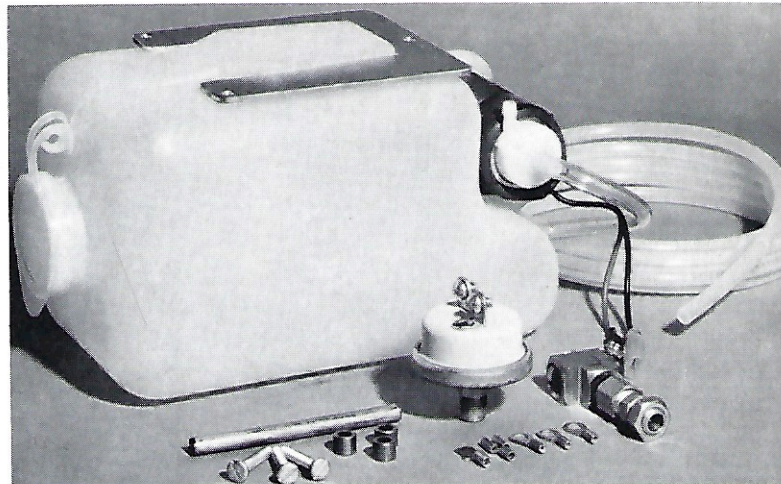
Special Note: An \$8.00 alternator core deposit is needed with your order. It will be *refunded* after you return for serviceable alternator to IECO.

NO. 8-125 RECONDITIONED GENERATOR

This generator has been completely dismantled, inspected and lab tested. The armature has been turned and regrooved. New bearings and bushings have been installed. Brushes have been mated to the generating surface. For reliability sake order this one! 1961-64 only.

RECONDITIONED GENERATOR\$24.95

Special Note: A \$3.00 generator core deposit is needed with your order. It will be *refunded* after you return your serviceable generator to IECO.



NO. 3-40C CYLINDER HEAD TEMPERATURE GAUGE

No Corvair owner should be without this critical instrument installed in his car! It lets you monitor your engine's temperature, and prevent extreme overheating from causing expensive engine damage. Unit is furnished with a sending unit (attaches under a spark plug) and wiring. Electrically operated. Can be used alone or with other instruments. Easy to install.

CYLINDER TEMPERATURE GAUGE\$37.50
SINGLE UNIT MOUNTING BRACKET — OPTIONAL\$ 3.50

NO. 8-132 VALVE SEAT SECURING DEVICE

The high temperatures developed by the Corvair engine can cause valve seats to fall out. If this happens, your entire engine can be ruined! This special tool lets you secure those valve seats so they can't come out. It is fully adjustable to various size valve seats. Easy to use.

VALVE SEAT SECURING DEVICE\$21.00

NO. 8-133 4-CARBURETOR DIRECT LINKAGE

Make your stock four-carburetor 140 engine run perfectly. These direct linkage adapters allow you to eliminate the factory secondary linkage which causes poor acceleration and idling. They connect between the carburetor shafts for a direct hook-up. (The addition of two more primary carburetors is required.) This attachment synchronizes the four carburetors. Instructions included. Easy to install.

4-CARBURETOR DIRECT LINKAGEa pair \$19.95

NO. 8-505 TURBO-CHARGER WATER INJECTOR SYSTEM

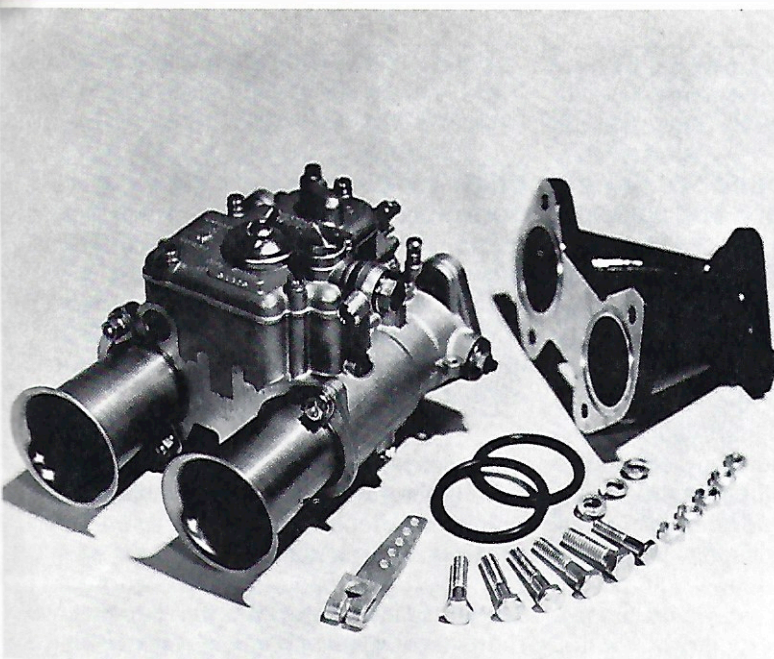
A water injector is a well-advised installation on any Turbo-Charger equipped Corvair. The injection of water or alcohol during periods of high blower pressure (5 psi and above) prevents engine damaging detonation from occurring. This unique system has a pressure operated switch which activates at 4 psi boost pressure. This operation assures that water will be injected just before critical pressure is encountered. The system includes: heavy-duty plastic tank; built-in water pump; water nozzle; water orifice; connectors; mounting brackets, instructions.

TURBO-CHARGER WATER INJECTOR\$79.95

NO. 8-115 RAPID ACCELERATION FLYWHEEL

This unique aluminum flywheel weighs only 5 pounds! Its super lightness lets the Corvair engine accelerate and also decelerate more rapidly. (It's like putting on the brakes as you let off the throttle!) Throttle response is instantaneous which makes this a real benefit to competition driving. Fits any 1960-69 Corvair engine. Ideal for off-road use! Order now!

RAPID ACCELERATION FLYWHEEL\$79.50



NO. 8-502 TURBO-CHARGER /WEBER INDUCTION SYSTEM

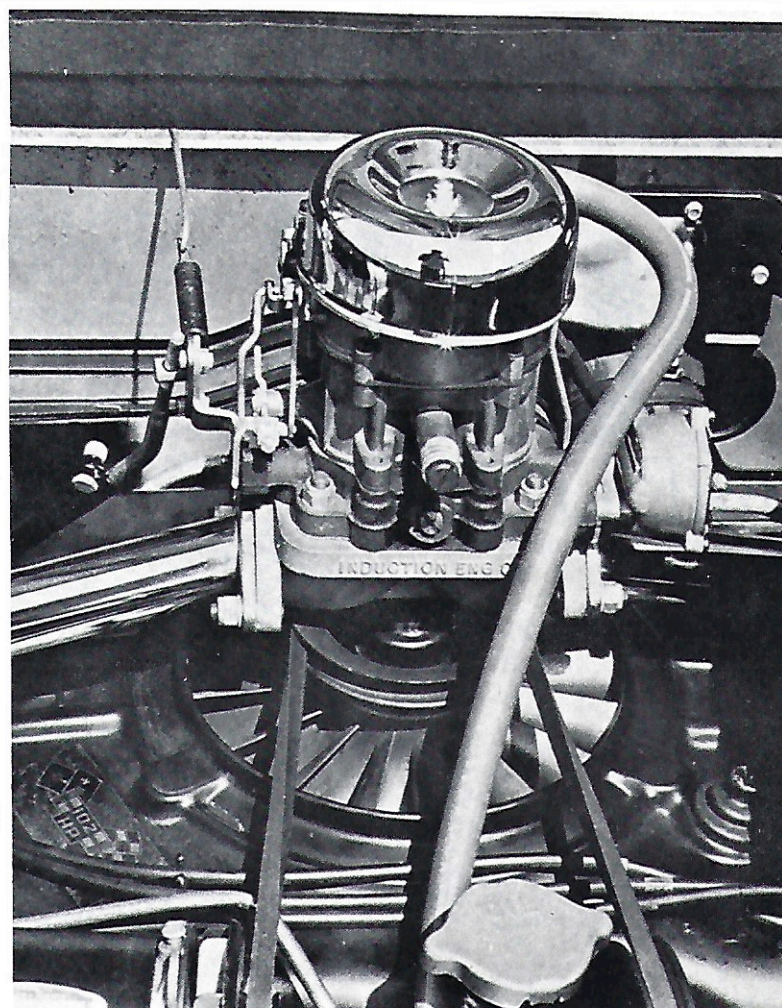
Your turbo-charged Corvair will get a 35 percent increase in your over all power with the installation of this system. (If the engine has been modified you'll get an even greater increase!) The manifold uses the Weber 45 DCOE side draft carburetor and adapts it to the turbo housing. The extra size and efficiency of the unique Weber carburetor allows the turbo to take in more air, and as a result, increase its boost pressure by 4-7 PSI. On a well tuned turbo-charged Corvair, this increase in boost will give the car fantastic acceleration and higher top speed. It's simple to install and is furnished with step-by-step installation instructions, linkage, O-rings, attaching bolts, etc. Installation time: 1½ hours.

WEBER 45 DCOE CARBURETOR.....\$138.50
 TURBO-CHARGER INDUCTION SYSTEM (1962-66, Turbo) \$ 54.50
 CUSTOM AIRCLEANER(not pictured)\$ 12.95

NO. 8-503 TURBO-CHARGER MUFFLER

Give your turbo-charged Corvair some extra power. This bolt-on muffler increases boost pressure by 1.5 p.s.i. The extra pressure increases engine horsepower over the factory unit. It is ideal in combination with the number 8-502 Turbo Charger Induction manifold.

TURBO-CHARGER MUFFLER (1962-66).....\$19.95



NO. 8-104 TWO BARREL RAM INDUCTION

This is an efficient and economical Ram Induction system for the average driver. It has great economy and excellent performance. Gasoline mileage increases about 8-10 percent. Horsepower increases from 30-36 percent on a well tuned engine. The unit uses the big Rochester 2GC carburetor, and has instant throttle response and will start quickly in any weather. It is designed under the IECO patent and thus affords you real reliability. The unit is complete with all parts and detailed do-it-yourself instructions. Installation is easy and takes about 1½ hours.

TWO BARREL RAM INDUCTION (1960-69, except 140)... \$49.95
 ROCHESTER 2GC CARBURETOR.....\$44.95
 CHROME AIRCLEANER\$12.95
 MANUAL CHOKE CONVERSION — RECOMMENDED\$ 4.95

ram INDUCTION

CAR LIFE claims: When we drove the test car, we were very favorably impressed with the quick throttle response . . . when the throttle was mashed it would accelerate smoothly and quickly without hesitation . . .

This is the famous IECO patented Ram Induction system. Since its invention in 1961 it has been a phenomenal improvement to the Corvair. Driving is a new experience each time you start your ram inducted engine. Quick hot and cold starts, along with a smooth idling engine make you aware of the many advantages of this system. Progressive linkage — built into the AFB carburetor — allows full power when it's needed, and yet yields money saving economy during ordinary motoring. Both stick shift and automatics really feel the punch of ram tuning, with increased passing acceleration, smoother shifts, and faster top speeds.

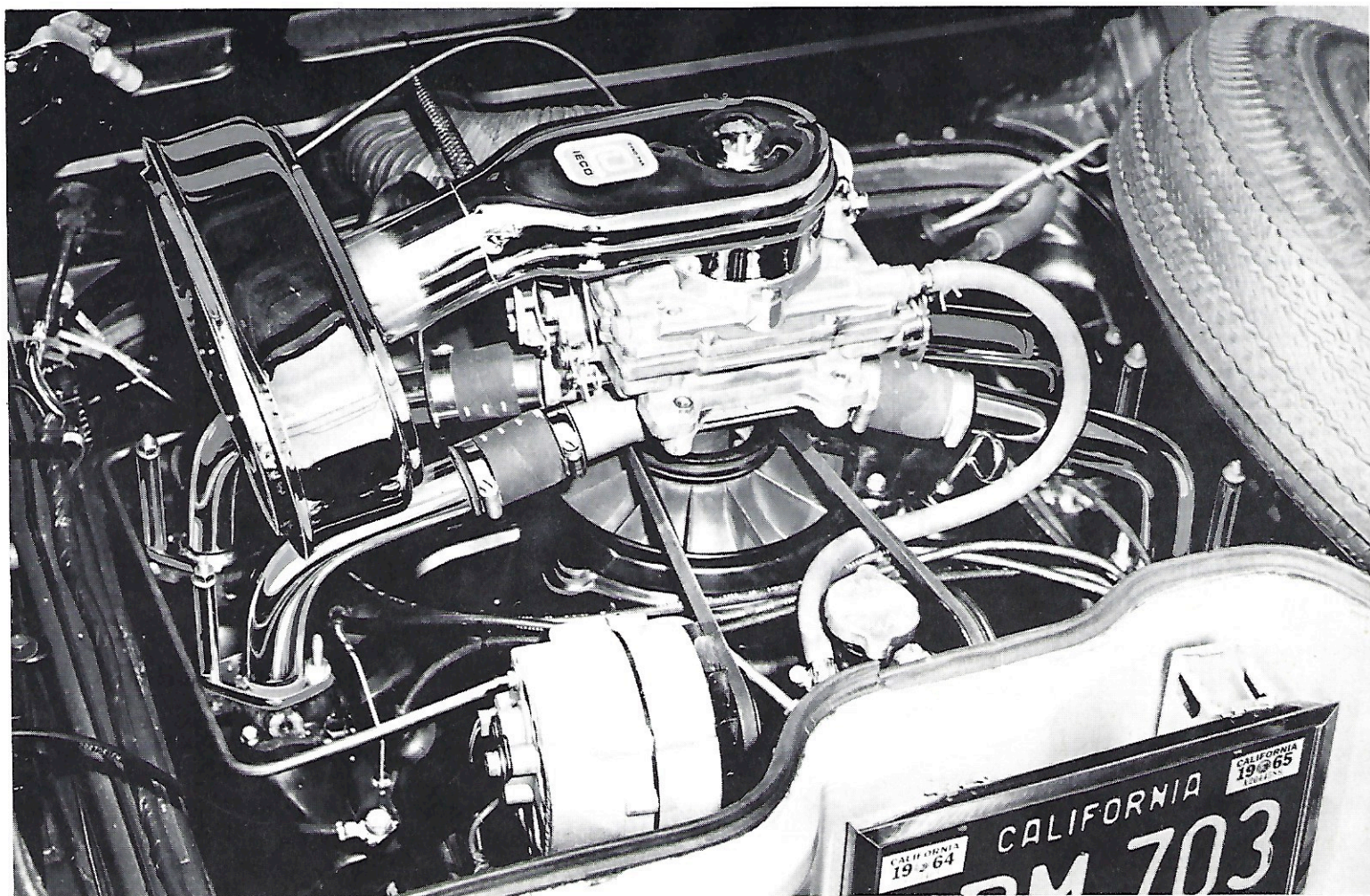
SPORTS CAR GRAPHIC prints: It will also stay ahead of a turbo-charged version up through a quarter-mile . . . fantastic pulling power.

The system completely eliminates all the problems associated with the stock carburetors and linkage.

CAR LIFE says: As the dynamometer shows, the modifications resulted in a substantial power increase throughout the whole usable range . . . increase is especially large between 3500 and 4000 RPM . . . where the ram effect is greatest.

It's easy to install and the job can be done by the average do-it-yourselfer with simple hand tools. There are step-by-step instructions included that help you work your way to complete a professional job. Everything is made to bolt right into place. There is no deck lid cutting or welding required.

HOT ROD writes: IECO's single four-barrel carb, ram induction system is one of the best ideas since peanut butter. The unit is smooth through the RPM climb . . . power increase shown in the chart speaks for itself . . . 19 HP at the rear wheels!



HOT ROD says: Our test car is now running 14.9 sec. in the quarter with a single IECO four barrel, heads, and exhaust... The Corvair appears downright sneaky.

All the parts are packaged, ready for you to install. The patented IECO center casting is included with chrome plated ram tubes, intake hoses, stainless steel hose clamps, gaskets, fuel fittings, fuel hose, and bolt-on throttle linkage.

MOTOR TREND says: Overcomes synchronization problems of the four-carb linkage... also provides as much as 40 percent mid-range power... according to dyno tests... Completed kit presents neat & flashy appearance.

Who is to say more? Drop your check in the mail today and tomorrow you'll experience a new thrill in driving!

CAR LIFE states: The IECO system functions as two separate 2-barrel carburetors feeding two, separate, 3-cylinder engines, and is a true, balanced, 180° induction system.

NO. 140 FOUR-TUBE RAM INDUCTION SYSTEM \$59.95
CARTER AFB CARBURETOR NEW, WITH CONVERSION PARTS SUPPLIED \$108.50
TOP MOUNTED CHROME AIRCLEANER \$15.95
Note: Fits all 1965-69 140 HP or 4-carbu retor converted engines.

STOCK

- A. 1. Factory tuned Rochester H carbs
- 2. Standard Custom Gasoline
- 3. Dual Exhaust
- 4. Timing 36° BTDC
- B. 1. Temperature 58°
- 2. Barometric 29.89 hg.
- Note: 1. Clayton wheel dyno 2. Fourth gear (3.55:1) 3. 700 x 14 tires
- 4. Mixture ratio 85%

STOCK

- A. Acceleration
 - 1. 0 - 30 mph, 3.4 sec.
 - 2. 0 - 60 mph, 11.8 sec.
 - 3. 0 - 80 mph, 20.4 sec.
- B. Quarter Mile Acceleration
 - 1. 19.7 sec. @ 75 mph
- C. Passing Speeds
 - 1. 40 - 60 mph, 8.7 sec.
 - 2. 50 - 70 mph, 9.2 sec.
- D. Gasoline Mileage
 - 1. Town driving — 14.7 mpg.
 - 2. Highway — 21.9 mpg.
- Note: 1. 14 gal. gas 2. No passengers 3. Wind — calm

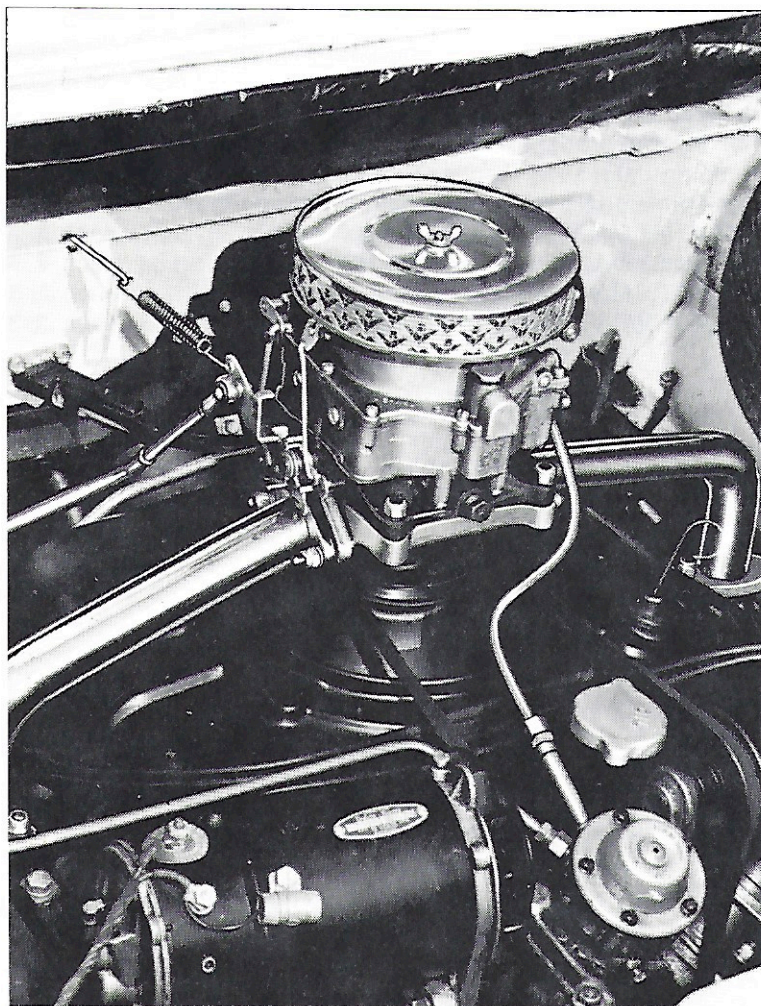
NO. 8-102 TWO-TUBE RAM INDUCTION SYSTEM \$49.95
ROCHESTER FOUR BARREL CARBURETOR \$69.95
NEW CHROME AIRCLEANER \$ 8.95
Note: Fits all 1960-69 80, 98, 102 and 110 Hp engines.
MANUAL CHOKE CONVERSION — RECOMMENDED \$ 4.95

IECO RAM INDUCTION

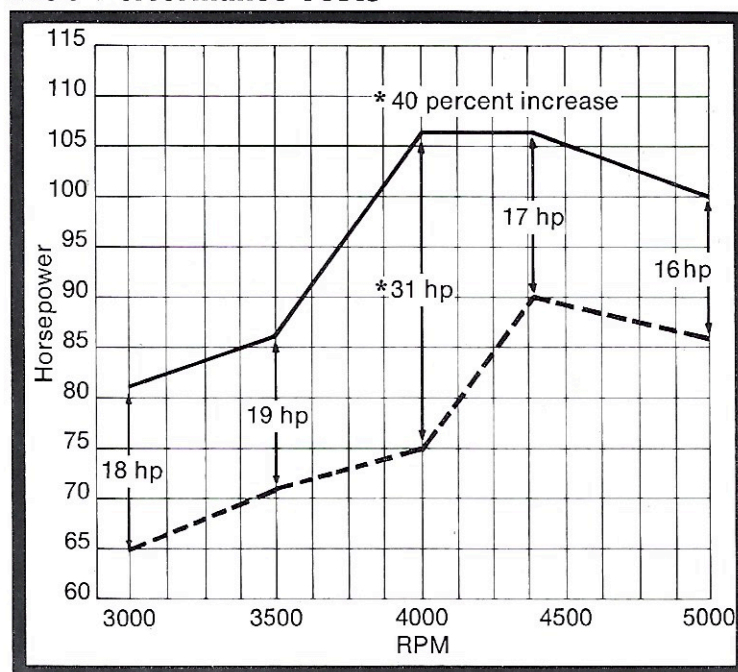
- A. 1. Carter AFB carburetor
- 2. Standard Custom Gasoline
- 3. Dual exhaust
- 4. Timing 35° BTDC
- B. 1. Temperature 63°
- 2. Barometric 29.92 hg.

IECO RAM INDUCTION

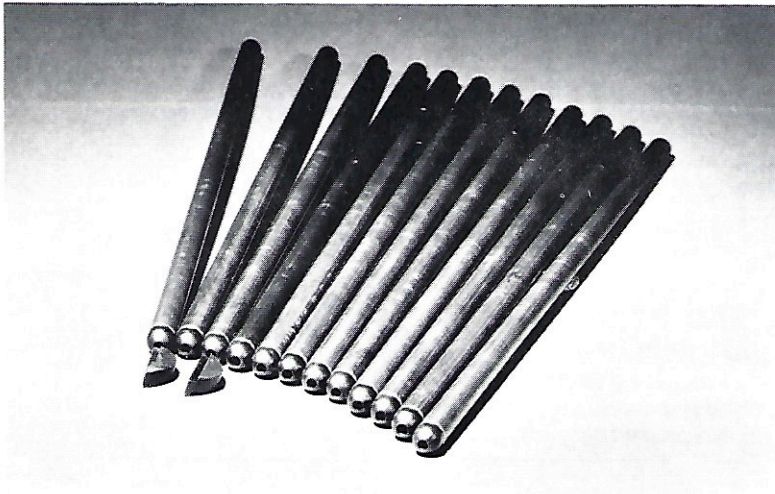
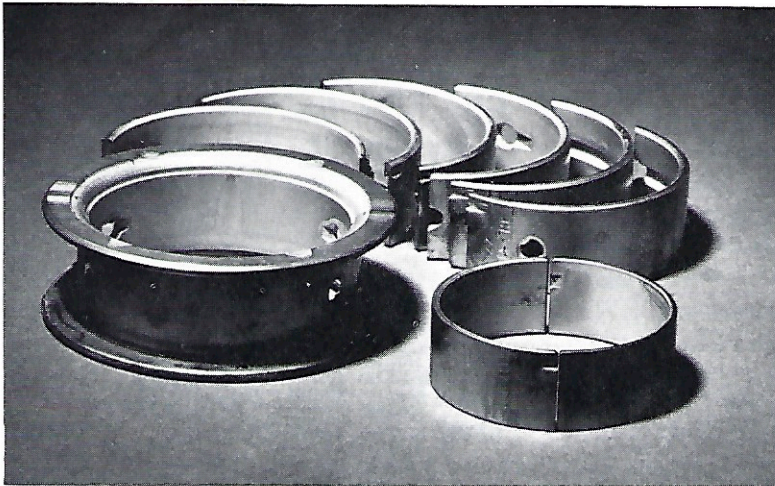
- A. Acceleration
 - 1. 0 - 30 mph, 2.8 sec.
 - 2. 0 - 60 mph, 9.8 sec.
 - 3. 0 - 80 mph, 14.6 sec.
- B. Quarter Mile Acceleration
 - 1. 14.9 @ 83 mph
- C. Passing Speeds
 - 1. 40 - 60 mph, 5.8 sec.
 - 2. 50 - 70 mph, 6.0 sec.
- D. Gasoline Mileage
 - 1. Town driving — 17.3 mpg.
 - 2. Highway — 25.1 mpg.



IECO Performance Tests



All IECO Ram Induction Systems are designed and developed under the IECO U.S. patent. This assures you of complete reliability and total performance. We caution you against all imitations as these units cannot and will not perform as a genuine IECO system. All IECO systems must be purchased directly from IECO by mail.



NO. 8-119 CLEVITE 77 ROD & MAIN BEARINGS

These are superior bearings and they are essential for hi-performance reliability. They have super fatigue strength and handle crankshaft loads up to 10,000 p.s.i. They have excellent corrosion resistance at high engine temperatures, which makes them ideal for the Corvair.

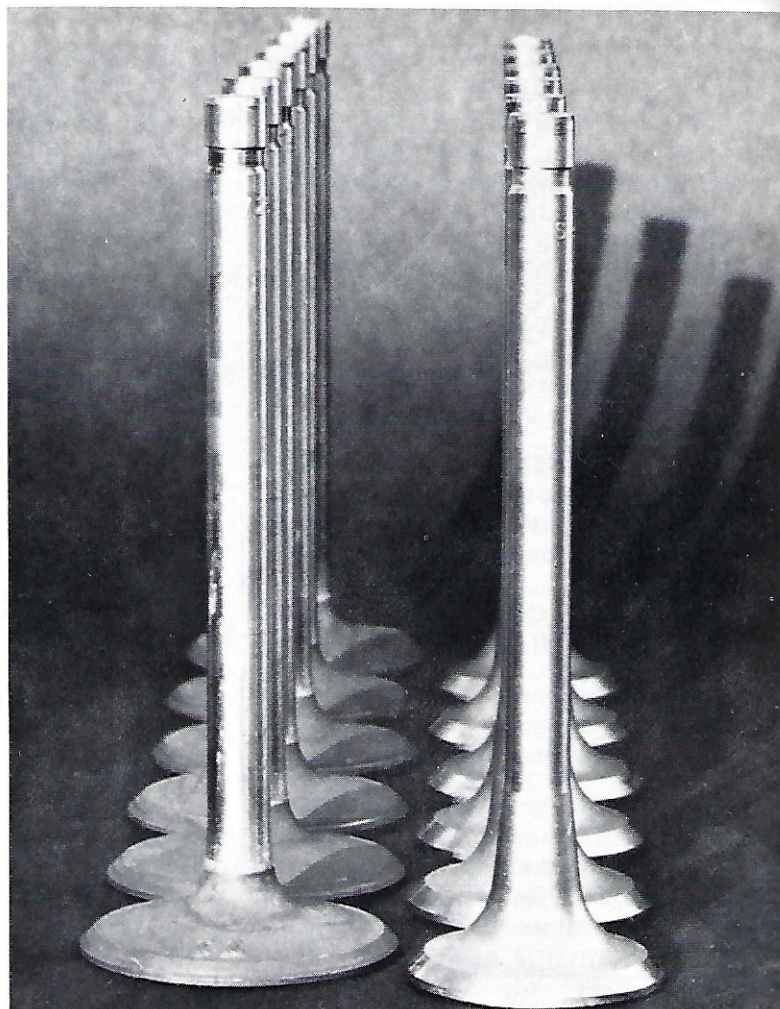
ROD BEARINGS (Std.)	\$17.95 per set
MAIN BEARINGS (Std.).....	\$20.50 per set
ROD BEARINGS (.010; .020).....	\$21.95 per set
MAIN BEARINGS (.010).....	\$27.95 per set

NO. 8-122 CHROME-MOLY PUSH RODS AND OFFSET KEYS

Two excellent top-tuning items are these chrome-moly push rods and offset camshaft keys. The push rods are a must in any Corvair engine that has a racing cam or valve springs. They are more rigid than stock units and will not flex easily. The 2° and 4° offset keys are ideal for just "splitting the difference" when timing a racing camshaft. Note: We can also supply push rods in various lengths to compensate for milled heads or cylinder barrel spacing.

PUSH RODS (1960-69; all).....	\$41.95 set
OFFSET KEYS (2° or 4°).....	\$ 3.95 each

Note: There is a 20% surcharge for custom made push rod lengths.

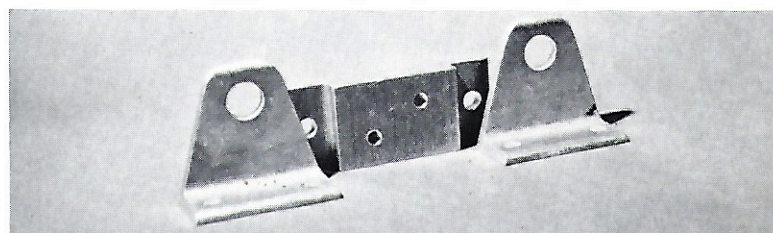
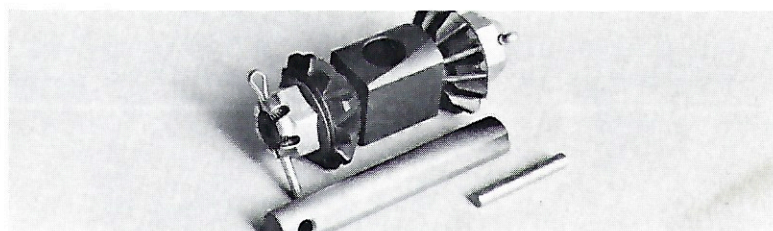
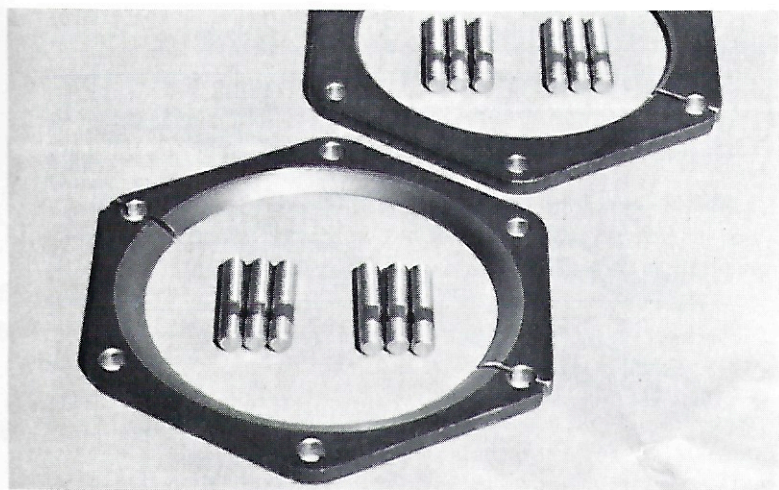
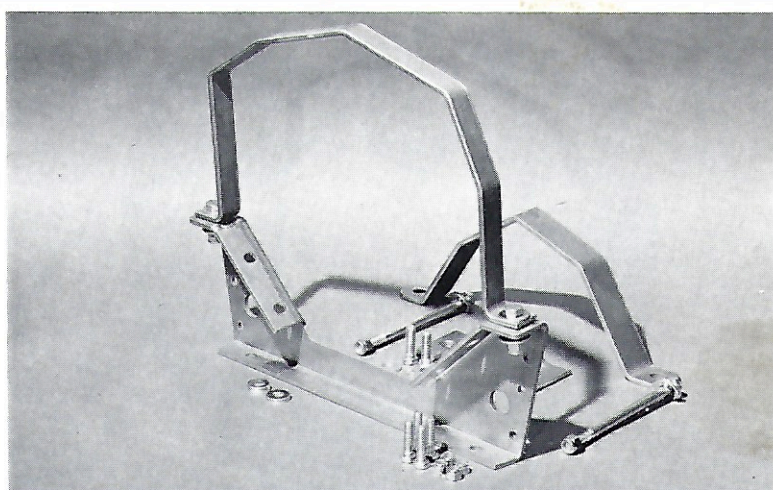
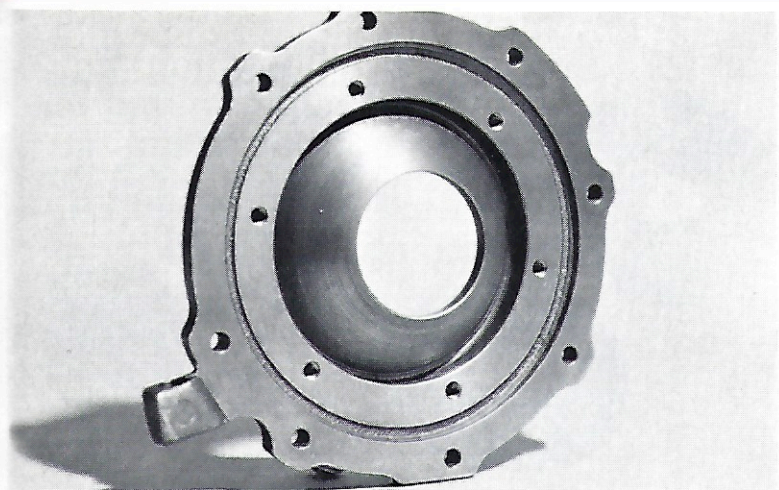


NO. 8-117 FORGED RACING VALVES

Complete reliability and racing performance must be insured with top quality valves. Valves are the heart of an engine, and if a valve fails so does the engine. Exhaust valves especially need to be of the highest grade. If they are not, heat will be retained, and power robbing detonation results. These valves are made of forged-austenitic materials that assure complete performance.

EXHAUST VALVE (1960-69; except 140 HP)	each \$ 7.50
EXHAUST VALVE (1965-69; 140 HP)	each \$ 9.95
INTAKE VALVE (1960-69; except 140 HP)	each \$ 3.95
INTAKE VALVE (1965-69; 140 HP)	each \$ 3.95

These quality custom
IECO products can
only be purchased
directly from IECO.
Accept no substitute.



NO. 8-602 HEAVY-DUTY SIDE COVER

The stock VW transaxle side cover has excess clearance around the case perimeter and it also flexes under heavy load. The extreme distortion of the stock cover will cause the ring and pinion gears to decrease their gear-to-gear contact which results in breakage. The Heavy-Duty Side Cover is made of special cast steel which is machined to closer tolerances to decrease clearance and its rigid structure prevents the ring and pinion gears from separating. Should be used with all Corvair powered cars using the VW swing axle type transaxle.

HEAVY-DUTY SIDE COVER — 1961 and latereach \$54.95

NO. 8-603 AXLE HOUSING SUPPORTS

Special steel retainers eliminate leaking and add to the rigidity of the VW transaxle. Available in split form (for installation while the transaxle is assembled), or in one piece for disassembled units (not shown in photograph).

NO. 8-603 AXLE HOUSING SUPPORTS — Split Type a pair \$21.95

NO. 8-603A AXLE HOUSING SUPPORTS — One Piece a pair \$21.95

NO. 5-28 TRANSAXLE SAFETY STRAPS

This unit reinforces the mounting of the transaxle unit to the chassis. It prevents the twisting and spreading of the VW transaxle mount. This usually occurs under severe off-road or competition conditions using Corvair power with a VW transaxle. The safety strap includes: front and rear formed steel straps; solid steel mount frame; solid aluminum transaxle mount pad; all required mounting hardware. Fits all VW transaxles.

TRANSAXLE SAFETY STRAPS\$26.95

NO. 8-604 DIFFERENTIAL STRENGTHENER

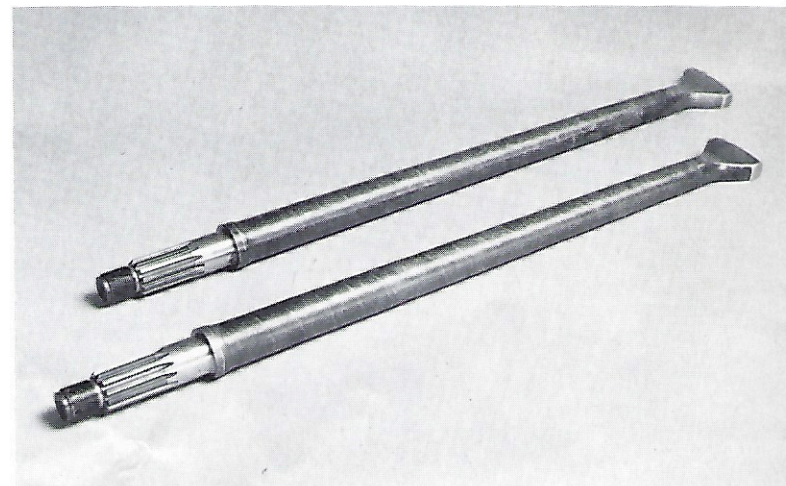
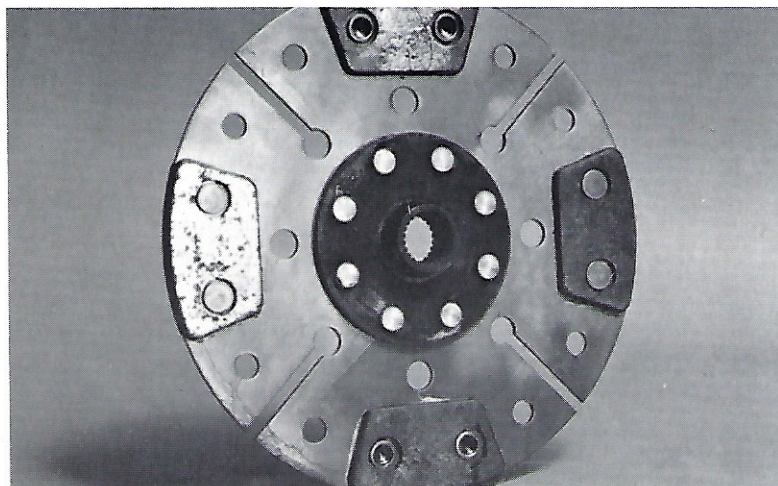
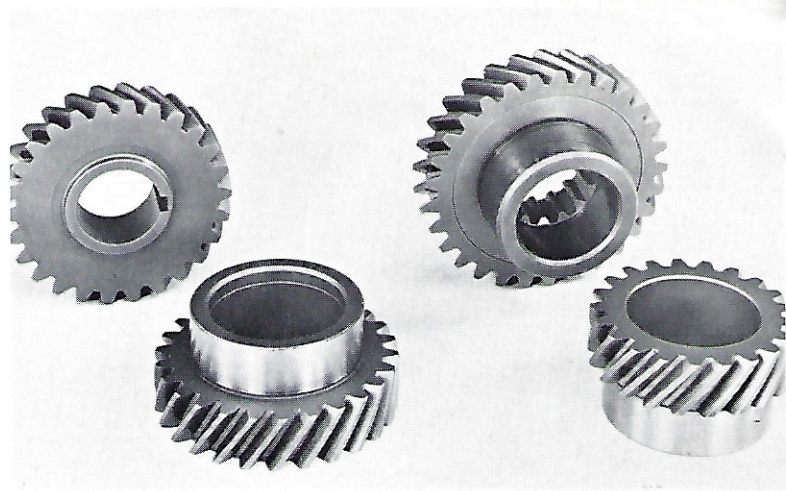
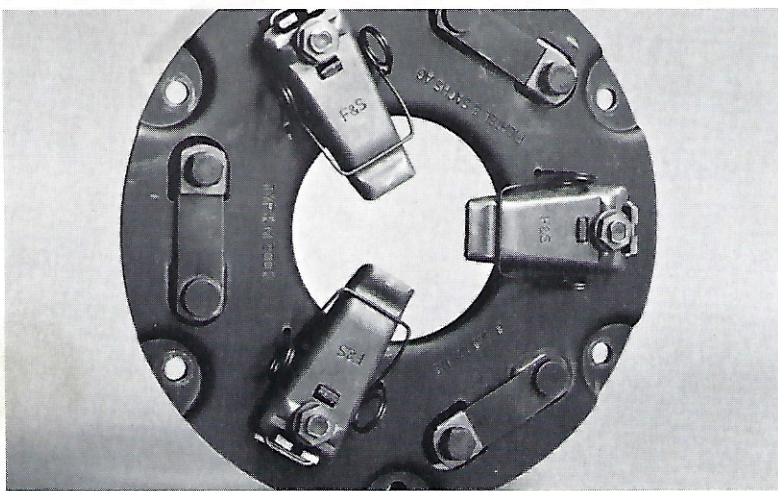
This unit adds strength to the VW differential without changing its action. It adds two more spider gears which distribute the load over a broader range. It is a bolt-on installation and requires no machining to install. Furnished complete: two spider gears; block shaft center section; two spacer washers; two locking nuts and pins. A must for Corvair power with VW transaxles!

DIFFERENTIAL STRENGTHENER\$49.50

NO. 5-27 SOLID MOTOR MOUNTS

These mounts are a must for safety on any off-road or competition Corvair which uses the VW gear box. They are made of extruded aluminum and they replace the original rubber units which break easily under stress. Set includes front mount, rear mount brackets and all necessary attaching hardware. Ideal for use with Transaxle Safety Strap.

SOLID MOTOR MOUNTS\$15.80



NO. 8-601 COMPETITION CLUTCH PRESSURE PLATE

If you are using a high powered Corvair engine with a VW transaxle, you'll need this clutch! It has a welded-reinforced cover, special heat treated springs, and it's assembled on a custom fixture to assure 100% accuracy. Ideal for use with No. 8-600 Non-Slip Clutch Disc. 200 mm.

NO. 8-601 COMPETITION CLUTCH — 1970 & earlier\$49.50
NO.8-601A COMPETITION CLUTCH — 1971 & later.....\$49.50

NO. 8-600 NON-SLIP CLUTCH DISC

Space age technology has made possible the design of this unique clutch disc. The special material used to make this unit is a feramic composition which is impregnated into each pad. The pads are then pinned to the heavy steel center. The center spline is forged from premium steel with deep splines to ensure a positive grip. No Corvair powered car using a VW transaxle should be without this disc for competition use. Can be used with standard or heavy-duty pressure plates. Available in 180, 200 and 210 mm.

NON-SLIP CLUTCH DISC\$39.95

CLOSE-RATIO TRANSMISSION GEARS

These special gears allow you to "fine tune" your engine's RPM "drop" between each gear change. By selecting the proper combination of ratios between third and fourth gears, you can "tune" your transmission to your engine's best torque/RPM range. Keeping the engine in this range yields maximum acceleration. These close-ratio gears are the best available. Their precision micro-finished tooth-form allows them to run 80% quieter than other brands — making them ideal for street use. Perfect for all Corvair powered VW transaxles. Competition or street.

3rd GEAR SET — ALL SYN. TRANS.

No. 5047-1	1.48 ratio	\$79.50
No. 5047-2	1.38 ratio	\$79.50
No. 5047-3	1.58 ratio	\$79.50

4th GEAR SET — 1961-67 KEYED PINION

No. 5048-1	1.14 ratio	\$81.95
No. 5048-2	1.1 ratio	\$81.95
No. 5048-3	1.21 ratio	\$81.95

4th GEAR SET — 1968 AND LATER SPLINED PINION

No. 5048-4	1.14 ratio	\$81.95
No. 5048-5	1.1 ratio	\$81.95
No. 5048-6	1.21 ratio	\$81.95

NO. 8-605A SUPER DUTY FORGED AXLES

These are the strongest axles made for the VW transaxle. They are forged from high-torque, impact resistant materials. The pivot-end is end-forged rather than side-forged in order to yield the highest degree of strength. The middle section is heavier than the factory unit which adds strength and reduces bearing loading. A must for all Corvair powered VW transaxles.

No. 8-605A	26.68 inches long — 1961-66	a pair \$159.95
No. 8-605B	27.81 inches long — 1967	a pair \$159.95
No. 8-605C	28.39 inches long — 1968 non-IRS	a pair \$159.95

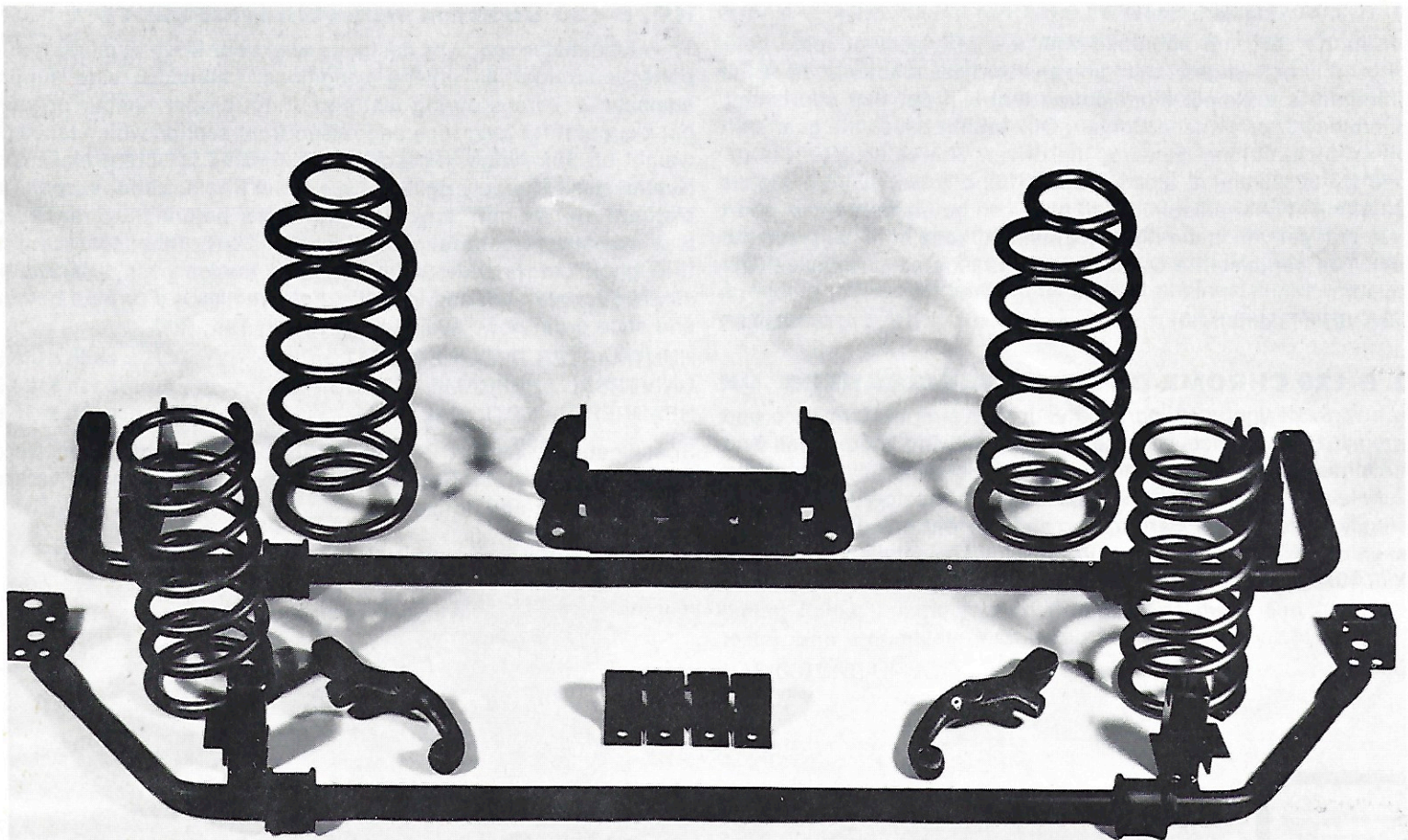
SUPER-HANDLING PACKAGE

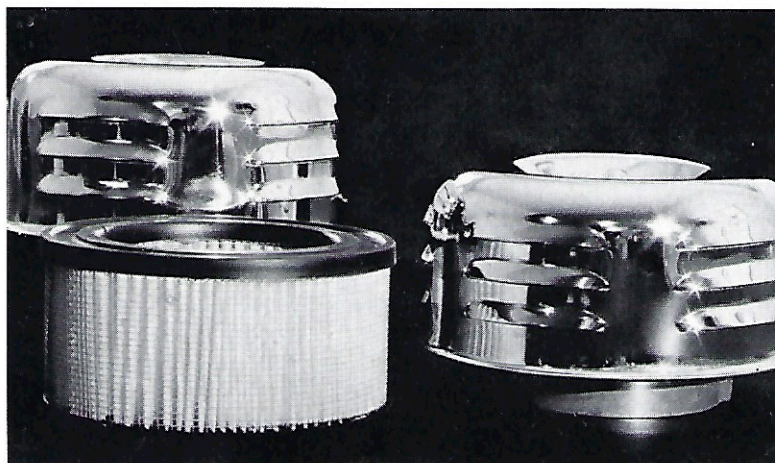
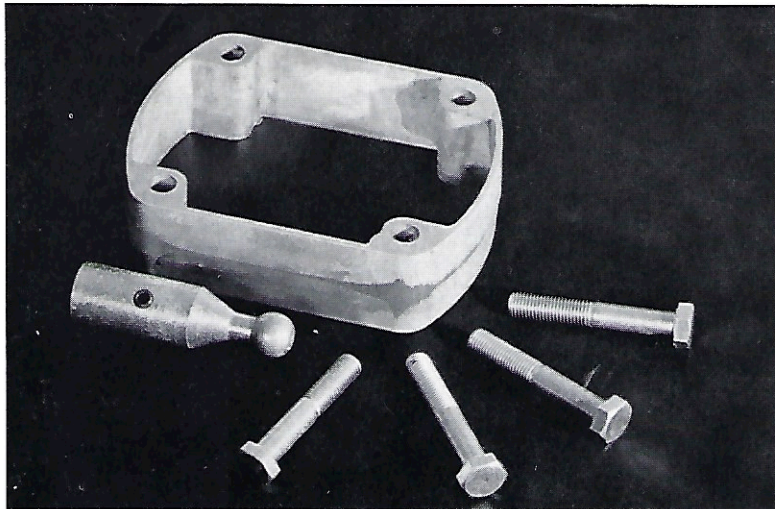
The IECO Handling Package improves the already great handling 1965-69 Corvair. Relocated pivot points for rear-lower control arms, new mounting positions for front roll bar, addition of rear anti-roll bar, and programmed suspension springs all add up to a super Corvair.

This kit will turn your Corvair into a "Porsche beating" Trans-Am car. The competition springs are programmed for firm wheel control. The front anti-roll bar has relocated mounting points that allow it to move freely without binding. Fast steering arms give positive driver control by reducing steering wheel turns to less than three. Re-designed rear-lower control arm bracket forces the rear wheels to move in a parallel manner like a fully independent suspension should. Rear anti-roll bar gives the Corvair a slight high-speed understeer that's desirable for fast cornering. The kit is easy to install and it's furnished with all attaching parts.

The Handling Package can be purchased as a whole or each part may be bought individually. Make the already great Corvair even greater!

NO. 8-213	SUPER-HANDLING PACKAGE . . . Complete	\$232.70
NO. 8-208	HIGH SPEED STEERING ARMS Pair	\$ 26.95
NO. 8-212B	COMPETITION SPRINGS — FRONT . . . Pair	\$ 25.95
NO. 8-212C	COMPETITION SPRINGS — REAR . . . Pair	\$ 34.95
NO. 8-213A	REAR LOWER CONTROL ARM BRACKET . .	\$ 28.95
NO. 8-213B	FRONT ANTI-ROLL BAR & PARTS	\$ 58.95
NO. 8-213C	REAR ANTI-ROLL BAR & PARTS	\$ 56.95





NO. 8-202 QUICK SHIFT

Most sports cars are equipped with a short, close-coupled gear selector that makes gear changing an effortless function. The IECO Quick-Shift is a simple modification that will put that sports-car feel into any 3- or 4-speed Corvair. Quick-Shift raises the gear shift knob an inch, putting it nearer the driver. The shift pattern is reduced by 50%, and a close-coupled hand travel pattern means more efficient gear selection. Changes can be made in crisp, short moves that get you in the right slot fast and keep both hands on the wheel. You can install a Quick-Shift in as little as 15 minutes with simple hand tools.

QUICK-SHIFT (1960 - 69).....\$ 9.95

NO. 8-120 CHROME DRY PACK AIRCLEANERS

These were designed to increase your Corvair's performance and economy. Performance is increased by allowing more fresh and clean air to enter the carburetors. Economy is gained by eliminating the choked-off cross over system used by the factory. These units fit snugly on top of the carburetors and prevent any un-filtered air from entering at the mounting surface. Quickly installed.

DRY PACK AIRCLEANERS (1960 - 69, all).....pair \$13.95



NO. 8-420 CUSTOM HUNTMASTER SEATS

The Huntmaster seat was designed with your body in mind! It supports you under all driving conditions. Lateral or side support against "G" forces during fast cornering, proper lumbar or lower back support for long trips and raised front section which takes the weight off your thighs. A tubular steel frame structure makes the Huntmaster extremely rigid and a special Pirelli rubber suspension platform "tunes out" tiny road vibrations before they reach you and ultimately create fatigue. Highly resilient rubber foam is used throughout to provide softness. Easy-to-clean vinyl is double stitched for strength and long life. Fully reclining. For pure comfort and style order now! Available in: Black; Tan; Red.

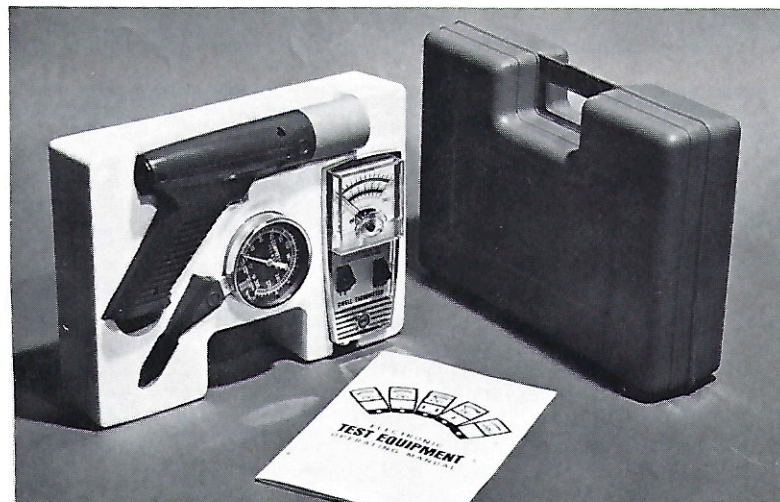
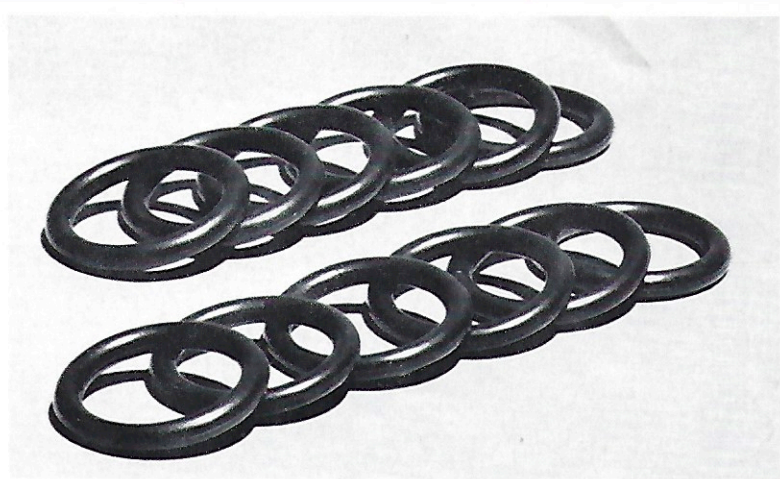
HUNTMASTER RECLINER SEATeach \$149.95

UNIVERSAL SUBFRAME — REQUIREDeach \$ 24.95

HEADREST — OPTIONALeach \$ 16.95

Specifications: Weight 21 lbs; Width 19 in; Height 25 in; Depth 20 in. Reclines to many positions between vertical and horizontal.

These quality custom
IECO products can
only be purchased
directly from IECO.
Accept no substitute.



NO. 8-406 GEAR SHIFT KNOBS

AMCO KNOBS (1960-69, all).....each \$ 4.95
 Note: Knobs come in: Solid walnut, 3 speed, 4-speed, and Corvair designs.

NO. 8-406A LEATHER-GRAIN SHIFT KNOB

Feel the warmth and see the elegance of this superb knob in your Corvair. These knobs are made of foam padding and then covered with rich black leather-grained vinyl. Deep-fired cloissone enamels are designed in: 3-speed, 4-speed, and Corvair emblem.

LEATHER-GRAIN KNOB (1960-69; all) \$ 5.95

NO. 8-1-16A HI-TEMPERATURE O-RINGS

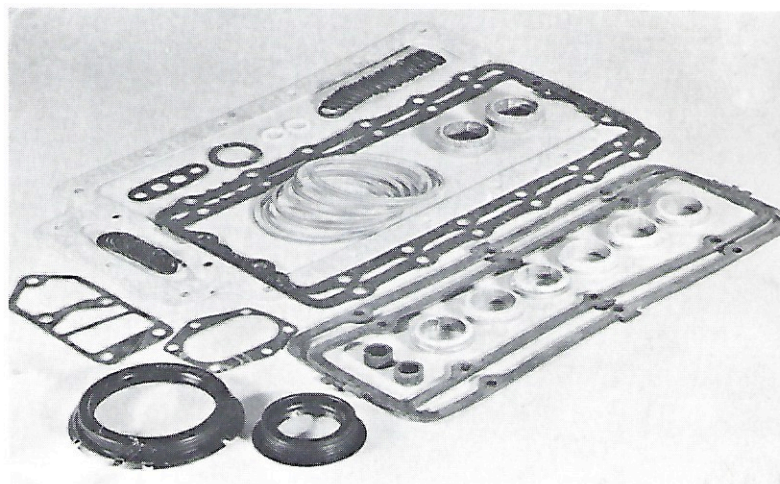
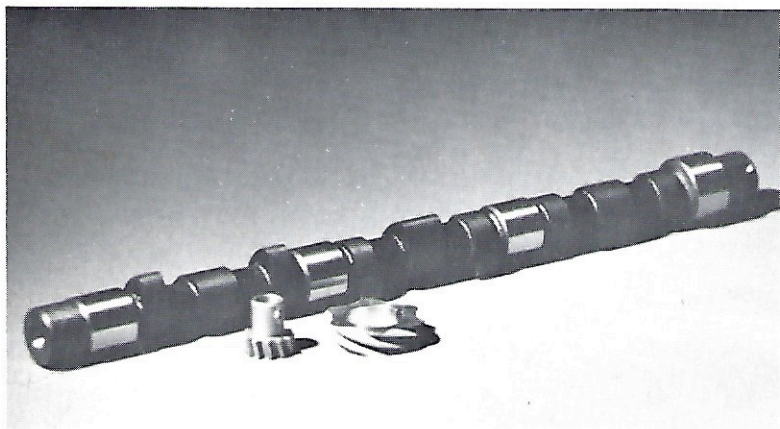
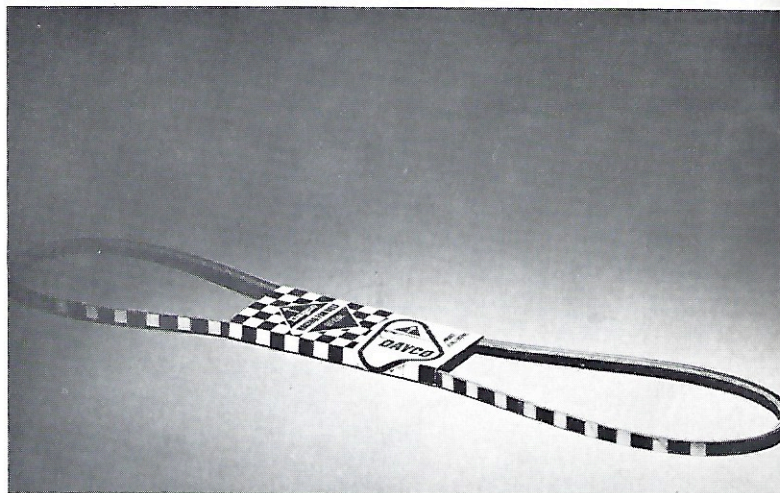
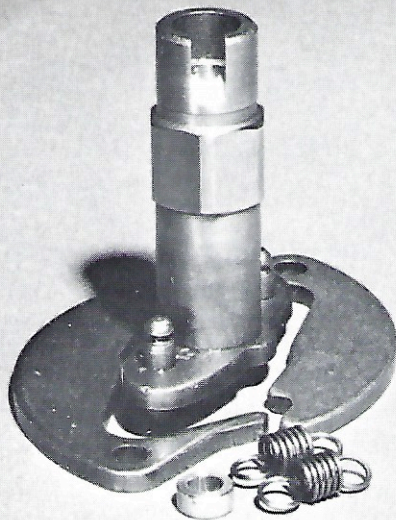
Since the Corvair engine is aircooled, it runs at temperatures up to 350 degrees F. This high heat deteriorates the rubber O-rings fitted to the push rod tubes and rocker arm studs. As the deterioration continues the O-rings become hard and brittle. This condition causes them to no longer seal off the oil and the engine begins to leak oil out through the lower engine grill. IECO offers this set of Viton O-Rings that will withstand engine temperatures over 400 degrees F. without becoming hard or brittle. The set is furnished for a complete engine: 12 rocker arm studs with 24 push rod tubes. A must to prevent oil leaks in all Corvair engines! Order now!

HI-TEMPERATURE O-RINGS.....complete set \$13.95

NO. 8-415 BASIC TUNE-UP KIT

Have you ever thought about doing your own tune-ups? You can save the expense of big garage bills and at the same time you'll learn how to keep your Corvair running well. You'll be able to keep it running at its peak of performance and economy. This kit lets you check: compression, vacuum, fuel pump pressure, ignition timing, vacuum advance, valve adjustment, point dwell, idle and high speed RPM. It has these instruments: compression tester, timing lights, remote starter switch, point dwell and tachometer tester, and a complete instruction manual. Order now!

BASIC TUNE-UP KIT\$35.50



NO. 8-23 MECHANICAL ADVANCE KIT

This kit allows you to convert your stock distributor to a fully mechanical unit. It has a straight line advance curve with 12° at idle and 36° total at 2800 RPM. It comes complete with cam, advance weights, and springs ready to install.

MECHANICAL ADVANCE KIT (1962-69, all).....\$16.95

NO. 8-117 IECO REVERSE CAM AND GEARS

The rotational direction of the Corvair engine needs to be reversed if it is used with a 1968 or later VW transmission. This is because the stock Corvair engine runs counter-clockwise and the VW runs clockwise. If a Corvair engine is used with an earlier transmission, the ring gear in the differential need only be switched to the opposite side of the pinion gear. This camshaft is a precision ground billet with reverse rotation oil pump/distributor gears fitted. Cam timing should be chosen for a particular purpose.

No.	Timing	Valve Lift	Duration	Price
8-117	IN. 34-66	.460	280°	\$105.50
	EX. 74-26 (Perfect all-purpose cam)			
8-117A	IN. 41-63	.470	284°	\$105.50
	EX. 79-41	.485	300°	
	(Intermediate cam; increase 2500 up)			
8-117B	IN. 40-70	.505	290°	\$105.50
	EX. 77-47	.510	304°	
	(Best for modified light Dune Buggy)			
8-117C	IN. N/A	.510	310°	\$105.50
	EX. N/A	.510	320°	
	(Competition only; revs to 7,500 rpm)			

CAM AND DISTRIBUTOR GEAR SET\$37.50

NO. 6-16 HEAVY DUTY FAN BELT

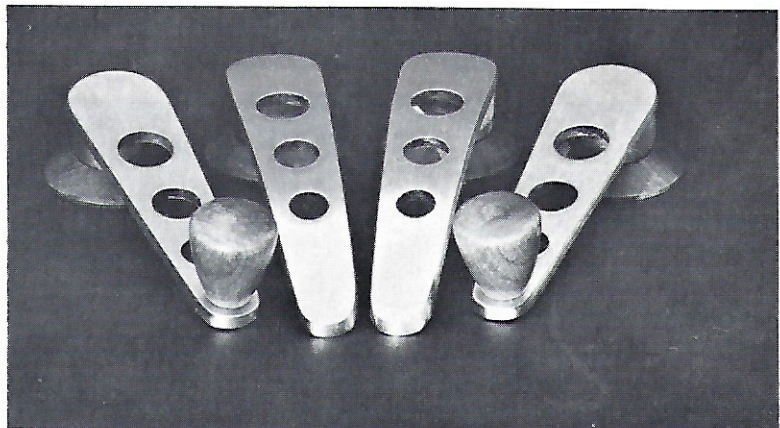
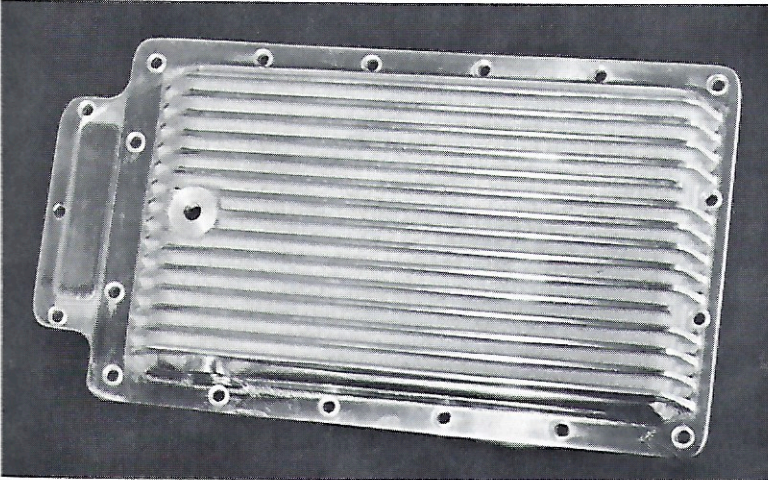
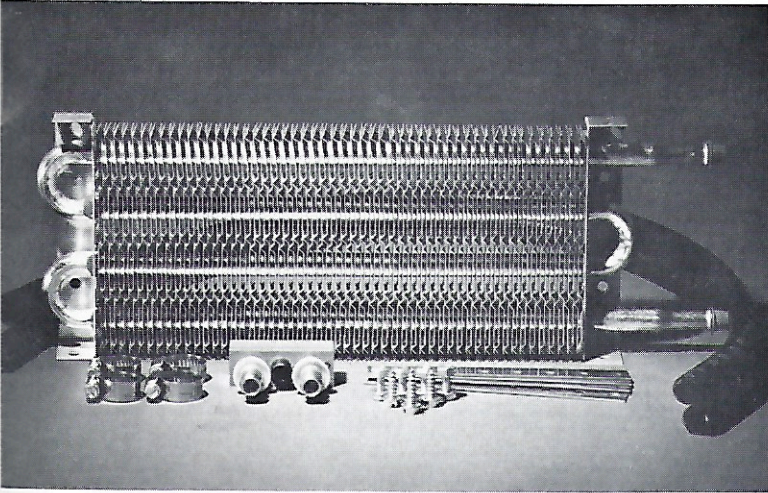
This is the best fan belt you can get for your Corvair. It's made with stainless steel coaxial cable, and heat resistant rubber. It's a must on all competition engines! No Slip! No Flip! No Breaks! Withstand 230 degrees, and 7000 rpm.

RACING FAN BELT.....(all models).....\$ 4.95

NO. 8-1-16 ENGINE GASKET SET

Complete Corvair engine gasket set contains all gaskets, seals, and rings. It is an ideal set. You'll never be in need of a special gasket or seal that you can't find. All sizes are precision cut and correct factory materials are used throughout. If you do engine work, don't be without it.

GASKET SET (1960 - 69, all).....\$38.60



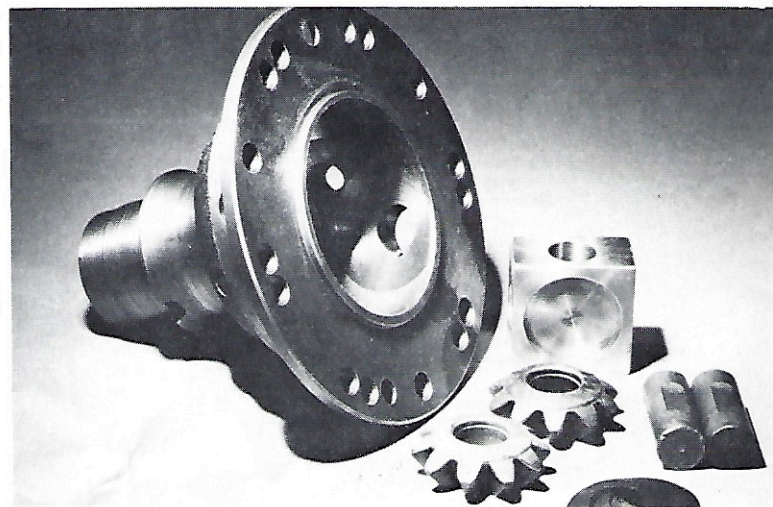
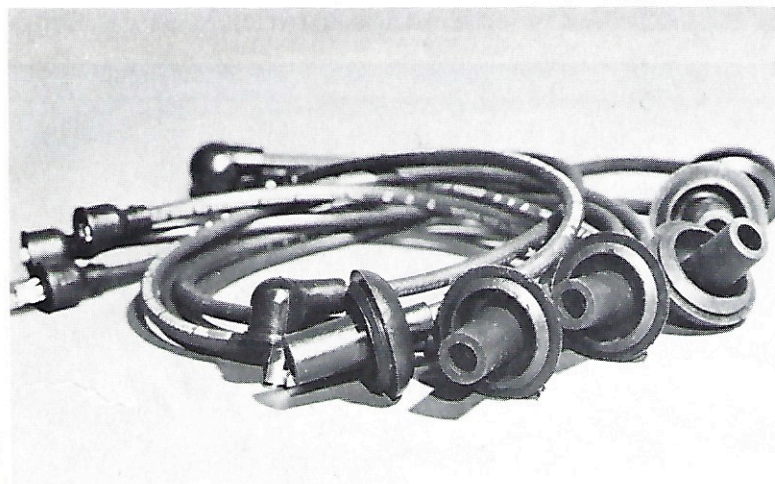
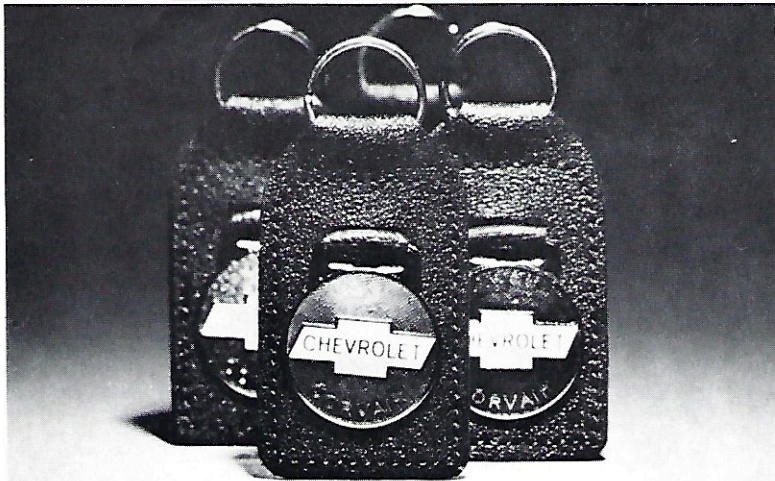
NO. 8-121 CORVAIR RACING OIL COOLER
 When the aircooled Corvair engine is subjected to extra duty work, or high ambient air temperatures, engine oil temperature increases rapidly. This four-pass oil cooler system is designed to reduce oil temperature by 20 to 30 degrees. It can be either mounted above the engine fan or in a moving flow of air. An adapter bolts in place of the factory cooler with high pressure lines connected to the unit. Can be used on either passenger cars or Dune Buggies. Installation takes about one hour.
 CORVAIR OIL COOLER (1960-69; all).....\$49.95

NO. 8-108 POLISHED ALUMINUM OIL PAN
 This unit keeps oil temperature down and increases engine reliability. It is cast of aircraft aluminum and designed for two quarts extra capacity. In addition, it has unique baffles that prevent oil from "washing" away from the oil pump pickup during hard cornering. There is a cast boss for an oil temperature guage, too. It can be quickly installed by anyone.
 ALUMINUM OIL PAN (1960 - 69, all).....\$36.95
 OIL PAN GASKET.....\$2.50

NO. 8-116A GRANT PISTON RINGS
 IECC chooses the Grant Ring for its engines and now offers them for the serious Corvair enthusiast. They are superb quality and highly reliable for air cooled engines. Complete sets are packaged in the following bore sizes: Std., .020, .030, and .060 overbore.
 GRANT PISTON RINGS (1960 - 69, all).....\$29.95 a set

NO. 3-29 CUSTOM INTERIOR HANDLES
 Individualize your Corvair with racing style door and window handles. They are highly chrome plated and accented with walnut.
 DOOR HANDLESpair \$8.95
 WINDOW CRANKS (Not shown).....pair \$8.95

These quality custom
 IECC products can
 only be purchased
 directly from IECC.
 Accept no substitute.



NO. 8-25 LEATHER KEY FOBS

An added piece for the true enthusiast. It's a fired enamel Corvair emblem attached to a glove leather key fob. It's ideal for carrying both car keys and prevents any rattle that may occur with metal key chains. Made of black glove leather with color crest.

KEY FOB.....ppd \$2.95

NO. 8-21 QUICK-SPARK WIRE SET

Why change spark plug wires? You may need new ones now and not know it! One way to *notice* is if your engine seems to be running smoothly on all six cylinders, but it lacks pick-up. This could be caused by weak spark to the spark plugs. This wire set is made especially for the Corvair. It will not cause radio static. A complete set ready for you to install. A *performance & economy* must!

QUICK-SPARK WIRE SET\$11.95

DYNO-PAK TUNE KIT

Tune-ups are expensive and the results are not always worth the cost. In many cases mechanics merely put in replacement parts, check a few settings, and then hand over a sizeable bill! This kit is made for the Corvair owner who wants to do his own work and know that it is done correctly. The Dyno-Pak has all the parts and instructions which lead you through a professional dynamometer checked tune-up. All the parts which bring the ignition and carburetion systems to peak performance are included: NGK spark plugs; heavy-duty points and condenser; solid core wire set; air cleaners, carburetor jets; distributor advance modification parts; carburetor rebuilding kits. All these parts, adjustable to IECO's specifications, will give your Corvair a 16% power increase along with an 11% improvement in *gas mileage*. Your Corvair will accelerate rapidly and cruise smoothly. It will idle better and start faster. Order your Dyno-Pak today and experience a Corvair which is a real pleasure to drive!

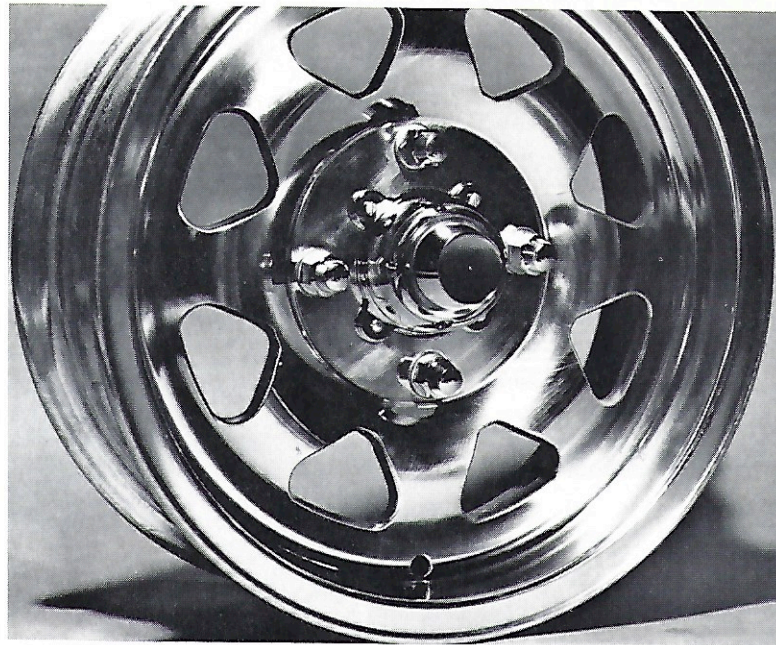
DYNO-PAK\$39.95

NO. 8-113 HEAVY-DUTY CARRIER UNIT

This is ideal for any hi-performance Corvair or Dune Buggy. It has four spider gears instead of the stock two. It is super strong and has absolutely double the strength over the stock carrier. It is drilled for both early and late ring gears so the early 4.89:1 ratio may be used in a late differential. The unit fits just like a stock carrier and requires no special tools. A must for reliability!

HEAVY-DUTY CARRIER (1961-69).....\$99.50

These quality custom
IECO products can
only be purchased
directly from IECO.
Accept no substitute.



NO. 8-500 CORVAIR MAG WHEEL

This one piece all-aluminum wheel was designed exclusively for the Corvair. Permanent-mold cast of aircraft quality aluminum and precision machined. After machining it is sealed so a tubeless tire may be used. The entire process assures a flawless wheel! Each wheel is completely polished, and it is furnished with chrome lug nuts and a hub-cap. To truly enhance your Corvair's appearance, you need these.

- MAG WHEEL 14" x 7" (4 or 5 lug pattern).....each \$44.83
- MAG WHEEL 13" x 5½" (4 or 5 lug pattern).....each \$40.76

NO. 8-500A GT CORVAIR WHEEL

This beautiful one-piece aluminum wheel was designed especially for the Corvair. It has eight unique air vent slots which keeps cool air flowing over the brake drums. Aircraft quality aluminum is used exclusively. It is machined with precision. It is then sealed with a solution which prevents leakage with tubeless tire installation. This complete process assures you a flawless wheel! Each wheel is supplied with chrome lug nuts and snap-in hub cap. Completely polished.

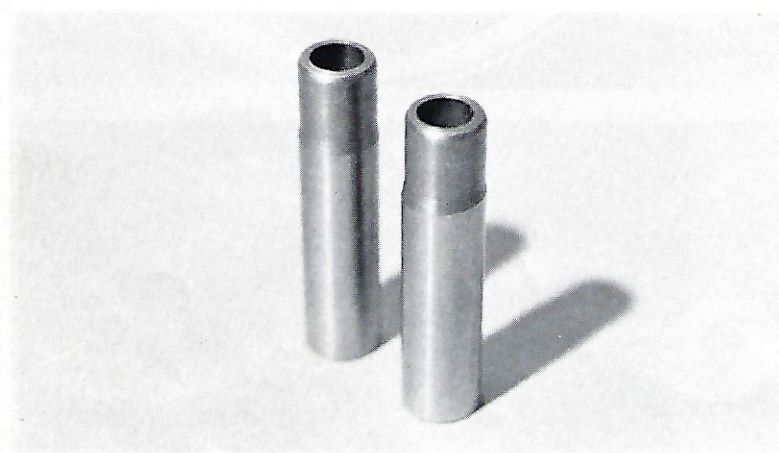
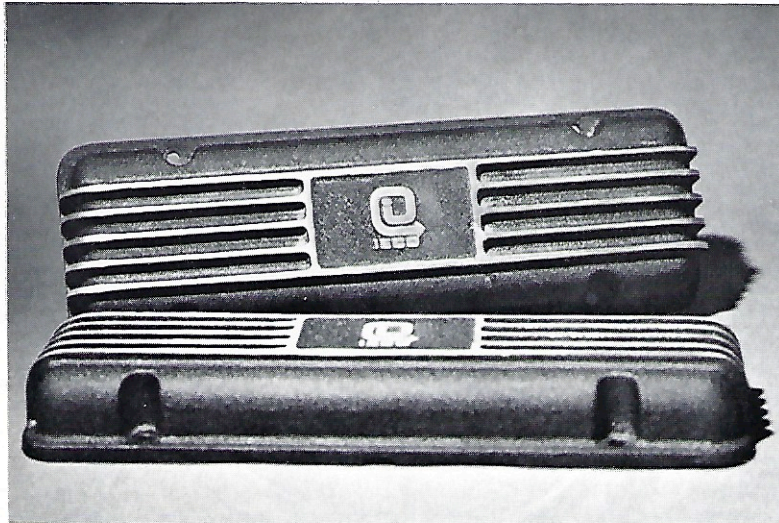
- GT WHEEL 14" x 7" (4 or 5 lug pattern)each \$51.52
- GT WHEEL 13" x 5½" (4 or 5 lug pattern)each \$43.54

NO. 8-208 HIGH SPEED STEERING ARMS

Give your Corvair real sports car maneuverability. Be able to quickly turn a corner with little steering wheel travel. These IECO arms shorten your steering wheel turns from 5 to 2.8. They are constructed from heat treated steel, precision machined, and inspected. They are easily installed in an hour. Instructions included.

- STEERING ARMS (1960 - 69, all).....pair \$26.95

Note: On the factory fast steering option they decrease wheel turns



NO. 8-110 POLISHED ALUMINUM VALVE COVERS

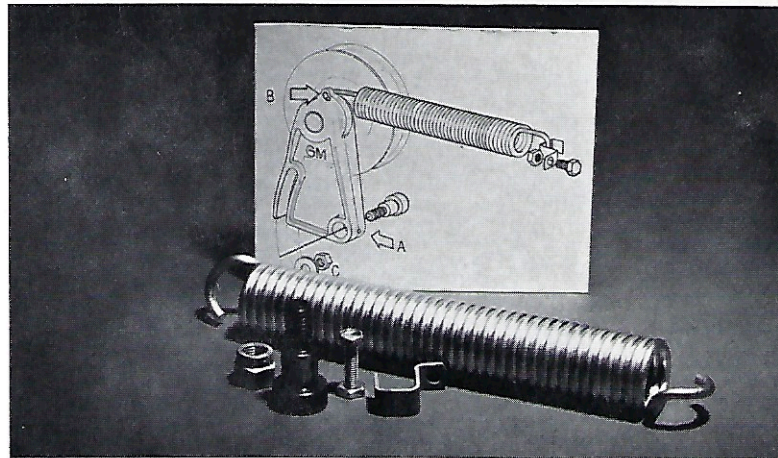
These are a clean addition to the Corvair or Corvair powered dune buggy. Cast of heavy aluminum and polished to a high luster, they will truly enhance your engine. Their thickness will also quiet valve noise and create an excellent leak proof seal around the cover surface.

VALVE COVERS (1960 - 69, all) a pair \$32.95
VALVE COVER GASKETS (neoprene) .. a pair \$ 2.75

NO. 8-130 HEAVY-DUTY VALVE GUIDES

Since the Corvair engine is aircooled, it operates at high temperatures. Extreme heat — over long duration — causes excess wear to the valve guides. Excessive clearance around the valve stem surface can cause poor valve-to-seat contact which decreases both economy and performance. Whenever a valve job is done to your Corvair, it is a good practice to replace the valve guides. 12 required.

HEAVY DUTY VALVE GUIDES Set of 6 \$10.95



NO. 6-16A FAN BELT TENSIONER

If you have ever experienced a fan belt coming off, you can use the kit! This simple spring loaded conversion adapts the stock idler pulley to a free-floating unit. As the fan belt increases in diameter (high-speed whip) it takes up the slack and prevents the belt from flying off! It is really ideal for any Corvair application. The kit comes with all parts and instructions. It can be installed in 15 minutes.

FAN BELT TENSIONER (1960-69; all) \$ 7.95

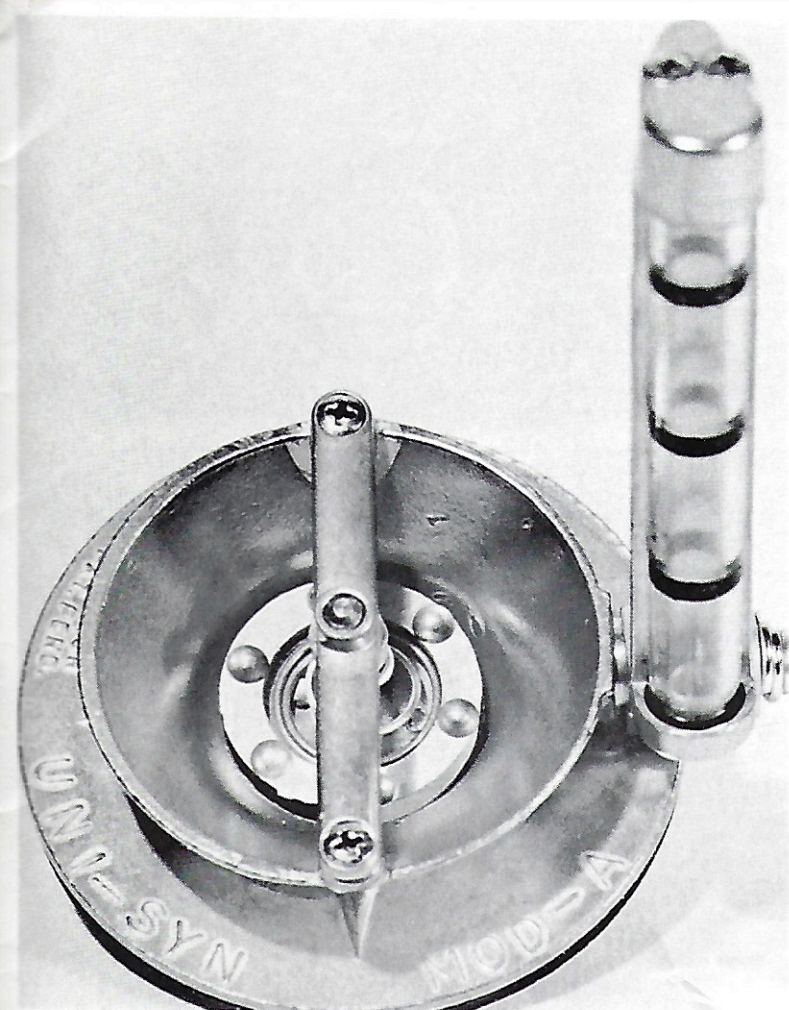
TRANS-AM FRONT SPOILER

This original IECO Trans-Am front spoiler was designed to improve the aerodynamic stability of your Corvair. The device creates a low-pressure area under the front of the car by deflecting air which normally goes under it. This low-pressure creates a high-pressure above the car which forces the front end down. This down-force prevents the front end from "lifting" at high speeds. This gives you better control from the driver's seat since the car will not loose traction at speed. The IECO spoiler is made from hand-laminated fiberglass in three pieces. It is finished with a black-gloss Gel Cote. You can paint it to match your Corvair's color. All attaching parts and instructions are provided. Installation time: 15 minutes.

FRONT SPOILER/AIR DUCTS \$34.95

Special Note: IECO designed the first front spoilers for the Corvair. We know "how" and "why" they work. We construct them from the finest materials. Be assured that *no others will compare in performance and quality.*

These quality custom IECO products can only be purchased directly from IECO. Accept no substitute.



NO. 6-17 UNI-SYN CARBURETOR ADJUSTER

Here is a device every Corvair owner really needs. Ever try to adjust your carburetors without any means for comparing each one? Sure you have! Uni-Syn solves that problem. The amazing floating ball allows you to cross check each carburetor as you adjust it. As a result you get maximum economy from a perfect carburetor setting. And a smooth, smooth running engine.

UNI-SYN \$12.95

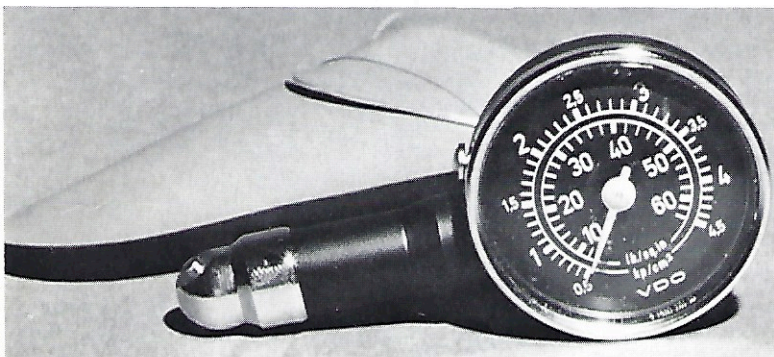


NO. 8-2 CORVAIR OWNER'S BOOKS

The *Corvair Owner's Handbook* is an ideal reference and guide. It contains all factory specifications. It has detailed drawings that show you how to do the job, and photographs for illustration. Covers all Corvairs from 1960 to 1969. The *How to Hot Rod Corvair Engines* book is by Bill Fisher and covers all phases of engine and chassis modifications. It clearly illustrates, with graphs and pictures, all the changes necessary. The text is written clearly and concisely. Details for all Corvairs from 1960-1969. An ideal buy for the true enthusiast.

OWNERS HANDBOOK (1960-69; all) \$ 5.00

CORVAIR ENGINES (1960-69; all) \$ 6.00



NO. 503-A TURBO-CHARGER GAUGE

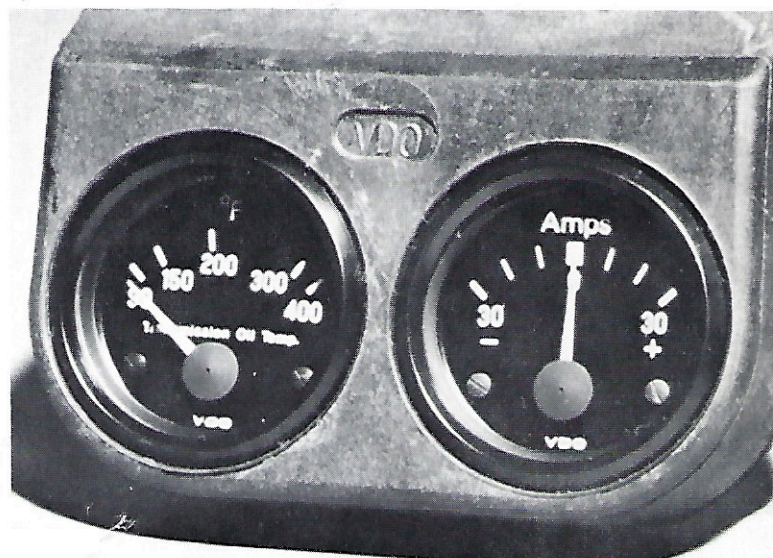
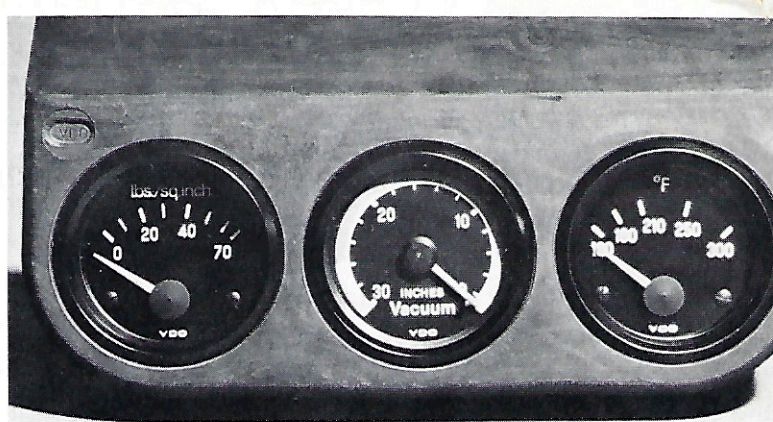
The factory-fitted Turbo-Charger gauge as used in the Corsair models is not reliable nor accurate. This mechanical VDO gauge is extremely accurate. It will monitor both vacuum and pressure conditions in your Corvair's induction system at all times. This instrument is the best device you can have for driving at peak performance ranges in a turbo-charged Corvair.

VDO TURBO-CHARGER GAUGE #1561 \$29.95
VDO INSTALLATION KIT #1551 \$ 3.50

NO. 6-5 VDO TIRE GAUGE

This is a very special tire pressure gauge. It has a unique pressure holding feature which retains the last reading until it is released. It is the most accurate of tire gauges and is calibrated in pounds per square inch (PSI) and kilograms. Supplied with carrying case. If you drive for *economy* or *performance*, knowledge of your tire pressure is extremely important. This gauge can help you reach optimum. Order now!

VDO TIRE GAUGE #1550 \$10.95



NO. 3-40A VDO INSTRUMENTS

Good "performance driving" requires knowledge of your engine's condition at all times. These precision German made instruments measure vacuum, oil pressure, and oil temperature. The vacuum gauge lets you know at what speed your engine is recording its highest vacuum reading. You can drive close to this point and thus improve fuel mileage. The oil pressure gauge is a more positive monitor than the factory installed red light! The oil temperature gauge lets you know if your engine's oil is becoming dangerously hot — important in an air-cooled Corvair! Fully illuminated. Installation instructions included. 2 1/6" diameters.

VDO VACUUM GAUGE #1540 \$27.95
VDO OIL TEMPERATURE #3112 (1) (4) \$18.95
VDO OIL PRESSURE #3540 (1) (5) \$16.95
VDO 3-HOLE PANEL #2404 \$ 7.25
VDO 2-HOLE PANEL #2403 (not pictured) \$ 4.25
VDO 1-HOLE PANEL #2402 (not pictured) \$ 2.75

NO. 3-40B VDO INSTRUMENTS

Two more excellent "additions" to the Corvair's instruments complement would be an ammeter and a transmission temperature gauge. These precision VDO instruments are fully illuminated and are furnished with installation instructions. 2 1/6" diameters.
VDO TRANSMISSION TEMPERATURE GAUGE #3115 (1) (2) \$22.95
VDO AMPMETER #1930 (3) \$13.95
Installation Kits are not required but are recommended.

(1) #2423 WIRING KIT \$ 4.25
(2) #3250 SENDING UNIT \$ 6.95
(3) #2421 WIRING KIT \$ 9.95
(4) #3287 SENDING UNIT \$ 7.50
(5) #3603 SENDING UNIT \$15.95

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SUPER CORVAIR POWER FOR THE VOLKSWAGEN

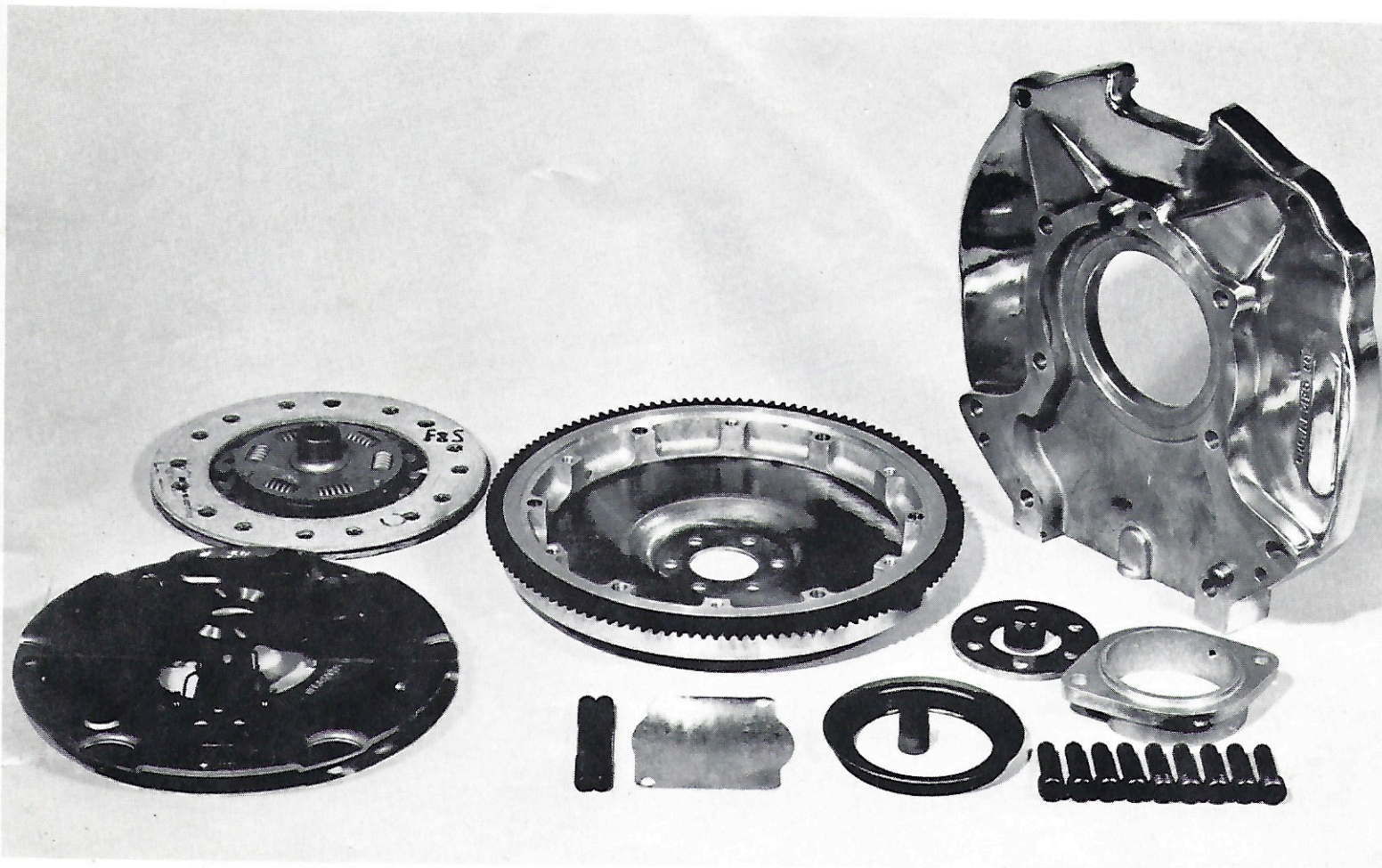
The easy way to more power...
Bolt-on adapter makes installation
of the Corvair engine to the VW
transaxle an easy job... more speed,
acceleration, and overall performance.

This IECO adapter is made to attach the entire range of Corvair 80, 95, 102, 110, and 140 horsepower engines to the VW transaxle. The use of these engines allows the VW or Dune-Buggy to get more power for little expense. Most Corvair engines can be found in salvage yards for nominal prices, and this is an easy way to double, triple, or quadruple the VW's power! These engines fit easily in the Ghia, and fit the truck and sedan with little effort. Since the Corvair engine is doing less work (because of the lighter weight of the VW chassis) you'll get better gasoline mileage over the regular Corvair installation.

NO. 8-112 ADAPTER

Basic Adapter Kit: engine adapter; offset starter adapter and bushing set; heavy duty flywheel; throttle linkage and springs, instructions.\$159.95

Optional Parts: balanced heavy duty 200 mm VW pressure plate.\$ 30.50
heavy duty 200 mm VW clutch disc.\$ 25.95
roller-type throwout bearing\$ 9.65





6 Carter